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American Railroad Journal.

New York, Saturday, April 19, 1873.

BALDWIN LOCOMOTIVE WORKS.

NOTICE OF DISSOLUTION.

The partnership heretofore existing between the undersigned, under the firm name of M. BAIRD & Co., having expired by limitation, is this day dissolved. Matthew Baird having disposed of his interest in the Baldwin Locomotive Works to his late partners, and having retired from the business, they are authorized to liquidate the affairs of the late firm.

MATTHEW BAIRD,
GEORGE BURNHAM,
CHARLES T. PARRY,
EDWARD H. WILLIAMS,
WM. P. HENSZEY,
EDWARD LONGSTRETH.

April 8th, 1873.

The Baldwin Locomotive Works have been purchased from the late firm of M. Baird & Co. by the undersigned, who will carry on the business under the firm name of BURNHAM, PARRY, WILLIAMS & Co.

GEORGE BURNHAM,
CHARLES T. PARRY,
EDWARD H. WILLIAMS,
WM. P. HENSZEY,
EDWARD LONGSTRETH.

April 8th, 1873.

INVESTMENT BONDS.

THE NORTHERN PACIFIC 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,
New York, Philadelphia and Washington.
FOR SALE BY BANKS AND BANKERS GENERALLY.

☞ The Pennsylvania and Delaware and the Delaware and Pennsylvania Railroad Companies have been consolidated under the name of the "Pennsylvania and Delaware Railway Company." The road of the former company extends from Pomeroy, on the line of the Pennsylvania Railroads, to Landenberg; and of the latter company from Landenburg to Delaware city. The consolidation places the whole line from Pomeroy to Delaware city under one management. It is expected that the new road will commence operations about the 17th of this month.

☞ The Baltimore and Ohio Railroad Company has declared a dividend of 5 per cent on the stock of the Main Stem for the half-year ended 31st March, payable on and after the 1st proximo. Also, a dividend of 5 per cent on the stock of the Washington Branch for the half-year ended 31st March, payable on and after the 17th instant.

JAY COOKE & CO.,

No. 20 Wall Street,
NEW YORK.

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The Beach Pneumatic Railroad.

The Beach Pneumatic Railroad bill has been signed by the Governor. This act originally provided for the transmission of letters, packages and merchandise in the cities of New York and Brooklyn, and across the North and East Rivers, by means of pneumatic tubes, to be constructed beneath the surface of the streets, squares, avenues and public places in said cities, and under the waters of said rivers. Another act was subsequently introduced for an underground railway for the transportation of passengers and property in the city of New York, extending from the Battery or Bowling-green, under Broadway to Madison-square; thence under Broadway to its junction with Central park and Eighth avenue with a branch railway from and under Madison-square, under Madison-avenue to Harlem River, and across and under the bed of said river to the northerly shore thereof, by means of tubes of enlarged interior diameter sufficient for the construction of a railway or railways therein.

In answer to inquiries as to what action would be taken now that the bill had become a law, Mr. A. E. Beach, the President of the company, stated that it would be premature to give a definite reply, as the first thing to be done was the appointment of a board of commissioners by the Governor for the purpose of arranging and directing the execution of the necessary works. The appointment will be made within thirty days, and until

then no idea could be formed of the character or nature of the works. The company think that the road should be on the pneumatic principle which is generally considered best for underground traffic. The works will be pushed forward with all possible dispatch as soon as a decision shall have been arrived at.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the stockholders their report for the year 1872, including the general balance sheet at the close of the year.

The comparisons made of the receipts, expenses, &c., of the past year with those of the one that preceded it, include those of the Lehigh and Susquehanna Railroad and its branches, run under lease, the whole 180 miles of main line and 111 miles of branches, having been operated as one concern.

The Lehigh equipment is included in the general statement of equipment, which also includes that of all the branches; and the repairs of the same are included in the general expense accounts.

SERVICE OF THE ROAD AND FERRY.

The service of the whole road, as compared with that of the previous year, has been as follows:

	1872.	1871.
Miles run by passenger trains	1,398,147	1,164,823
" merchandise "	1,060,742	808,795
" coal trains	2,142,348	1,556,905
Total by transportation trains	4,601,237	3,530,523
Miles run by wood, gravel and construction trains	288,654	171,850
Total miles run by trains	4,889,891	3,702,373

The ferry boats have made 40,828 trips between New York and Jersey City, against 39,993 trips the previous year. The ferry between New York and Elizabethport has been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1872 with the previous year gives the following results:

	1872.	1871.
Number of passengers	4,478,513	3,944,103
Miles traveled by passeng'rs	49,272,020	44,808,654

A similar comparison of merchandise business gives as follows:

	1872.	1871.
Number of tons carried	1,490,689	990,591
Tons carried one mile	88,560,282	59,557,173

A similar comparison of the coal business gives the following results:

	1872.	1871.
Number of tons carried	3,619,549	2,958,046
Tons carried one mile	294,376,287	229,342,245

The coal tonnage over the Central Division, since the transportation of coal was commenced, has been as follows:

	Lehigh Tons.	Lackawanna Tons.	Total Tons.
1856	33,325	98,670	131,995
1857	84,841	209,950	294,791
1858	122,923	417,726	540,649
1859	183,277	455,681	638,958
1860	263,906	590,863	854,769
1861	254,345	568,869	823,214
1862	314,195	502,375	816,570
1863	435,927	613,954	1,049,881
1864	474,221	675,743	1,149,964
1865	509,819	494,687	1,004,506
1866	511,076	778,173	1,289,249
1867	513,425	855,620	1,369,045
1868	765,657	853,188	1,618,845
1869	733,485	822,567	1 556,052
1870	997,504	1,054,680	2 052,184
1871	1,244,998	632,066	1,877,064
1872	1,538,591	689,626	2,228,217
Total	8,981,515	10,314,438	19,295,953

There was an increase in Lehigh Coal of 293,593 tons, and in Lackawanna Coal, of 57,560 tons, on the Central Division.

EQUIPMENT.

The company now own 227 engines, of which 219 burn hard coal and 8 wood. The condition of these engines is reported as follows: 156 in first-class order; 30 in good working order; 14 require general repairs, and 25 are now in shops repairing. During the year 9 new passenger engines, 10 new freight and 2 new shifting, and 5 new work engines have been added to the equipment. One engine has been condemned and cut up.

The equipment of cars is as follows: 115 first-class and 13 second-class passenger, 34 baggage and smoking, 10 baggage and mail, 3 express, 351 8-wheel and 7 4-wheel house freight, 32 8-wheel stock, 9 8-wheel and 78 4-wheel caboose, 414 8-wheel platform, 311 8 wheel gondola, 1 8-wheel pavilion, 10 8-wheel, 136 6-wheel and 14 4 wheel iron and lime, 740 8-wheel, 14,034 4-wheel and 367 4-wheel coal, 19 6-wheel and 4 4-wheel wood rack, 4 8-wheel derrick, 4 8-wheel tool and 36 8-wheel work (flat) cars.

During the year the following additions have been made to the car equipment. There have been purchased 16 passengers cars, 1,730 4-wheel coal cars and 80 4-wheel gravel cars. There have been built in the company's shops, 2 baggage and smoking cars, 25 box cars, 4 stock cars, 17 flat cars, 36 work train flat cars, 1 pavilion car and 2 tool cars, all 8-wheeled; and 130 4-wheel coal cars, 8 4 wheel caboose cars, and 2 4-wheel gravel cars. The following changes were made: 3 first-class passenger cars were changed to combination cars; 1 baggage car to baggage and mail car; 1 second class passenger car sold, and 1 changed to a combination car; 1 second-class passenger car, 5 4-wheel box cars, 13 6-wheel iron and lime cars, 90 8-wheel coal cars, and 3 4-wheel caboose cars, have been broken up or destroyed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1872, compared with those of 1871.

Receipts:	1872.	1871.
Passengers	$1,391,209 29	$1,275,091 82
Merchandise	1,894,640 84	1,562,947 54
Coal	3,718,236 90	3,900,571 71
Mail	19,499 95	15,809 90
Express	26,417 16	28,429 55
Rents	19,618 90	25,516 49
Miscellaneous	17,771 70	17,424 59
Car service	33,323 25	15,587 59
Total receipts	$7,120,717 99	$6,841,379 19
Expenses:		
Running expenses	$1,594,236 09	$1,266,095 94
Fuel consumed	346,360 21	328,436 98
Repairs of road	884,084 11	896,395 97
Repairs of engines	324,317 17	250,388 82
Repairs pass'ger cars	72,978 98	68,717 29
Repairs of fr'ight cars	80,618 98	51,605 52
Repairs of coal cars	306,909 30	235,240 84
Repairs of buildings, bridges, docks, &c.	164,186 34	188,551 71
Repairs of tools and machinery	41,440 67	34,639 47
Exp. Ashley Plains	73,711 57	68,878 04
Expense account	132,240 62	121,323 14
Miscellaneous exp.	96,027 92	71,979 59
Ferry running exp.	90,032 00	88,995 50
Ferry boat repairs	29,662 35	34,895 67
	$4,236,806 31	$3,706,144 48
Balance net earnings	$2,883,911 68	$3,135,234 71

The gross receipts per mile run have been as follows: From passenger trains, $1.00 against $1.09 in 1871; from merchandise trains, $1.79 against $1.93; from coal trains, $1.74 against $2.55. The average receipts per mile run, from all trains, have been $1.46 against $1.85 the previous year.

The gross expenses per mile run have been 87 cents, against $1.00 the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of 1853, to the present time, including since 1870 those of the Lehigh and Susquehanna Division.

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389 or 43 p.c.
1854.	378,145	197,349	180,796 or 48 "
1855.	393,729	208,856	184,873 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340,502	341,812 or 51 "
1858.	836,934	345,614	491,320 or 58 "
1859.	971,702	385,716	585,986 or 61 "
1860.	1,185,848	475,457	710,391 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,586	623,245	774,341 or 56 "
1863.	1,941 976	814,732	1,127,244 or 58 "
1864.	2 537,185	1,231,554	1,305,631 or 51 "
1865.	3,036,390	1,748,434	1,287,956 or 43 "
1866.	3,581,244	1,963,976	1,617,268 or 45 "
1867.	3,350,398	1,878,022	1,472,376 or 44 "
1868.	3,729,412	2,379.192	1,350,220 or 36 "
1869.	4,010,121	2,642,163	1,367,958 or 34 "
1870.	4,393,514	2,512,217	1,881,297 or 43 "
1871.	6,841,379	3,706,144	3 135,235 or 46 "
1872.	7,120,718	4,236,806	2,883,912 or 41 "
Tot.	$48,492,987	$26,668,368	$21,824,619 or 45 "

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year.

Credits:	
Balance Cash January 1	$96,542 09
Gross earnings Central Division	4,626,488 65
" L. & S. Division	2 494,229 34
Scrip stock, balance paid	3,817,850 00
Mortgage bonds of 1890, issued	176 000 00
Convertible bonds of 1902, issued	1,725 000 00
Accounts payable	1,783,216 37
	$14,719,326 45

Debits:		
Ordinary expenses, both roads		$4,236,806 31
First mortgage bonds, paid balance		2,000 00
Railroad Car Trust of Phila. paid		51,729 88
Grading		185,228 41
Masonry		65,651 39
Railway superstructure		183,750 98
Bridge superstructure		72,855 71
Land damage		42,372 50
Engineering		13,949 52
Station houses		23,614 27
Engines		313,428 73
Passenger cars		81,470 07
Freight cars		91,730 67
Coal cars		504,046 50
Coal and iron stocks		2,991,343 73
Lands, material, &c. increase		267,748 04
Interest account for year, balance		453,041 78
State taxes for year		65,918 14
Rent of Lehigh and Susquehanna Railroad		810,455 50
Dividends for year, 10 per cent		1,755,569 63
Accounts receivable		2,287,928 98
Balance cash, December 31		218,685 71
		$14,719,326 45

The profit and loss account stands as follows:

Gross earnings during the year	$7,120,717 99
Balance of former profits to credit of account	166,155 62
	$7,286,873 61

It has been debited as follows:

Ordinary expenses	$4,236,806 31	
Rent of Lehigh and Susquehanna R.R.	810,455 50	
Interest account	453,041 78	
State taxes	65,918 14	
Dividend account	1,755,569 63	
		7,321,791 36
Balance to debit of account		$34,917 75

This may be regarded as a favorable result to the business of a year in which the company increased its coal transportation 351,153 tons, and received for the larger amount, $182,334 81 less

than for the smaller transportation of the previous year.

The cost of the Central Railroad, double tracked, with its ferry houses, ferry boats, coal wharves, station houses, shops, and other appendages, stands at $12,447,741 43, and that of the equipment of both roads at $7,882,235 45.

BUSINESS OF THE YEAR.

The passenger and general merchandise business continues to show a healthy growth and steady improvement, but without any marked feature calling for comment.

The coal business continued during most of the year, to be a severe struggle by producers and transporters to get the largest possible tonnage forward to a market, which though capable, as shown, of taking all the coal offered, became utterly demoralized in prices by the idea of over production. The prices for coal fell steadily, transportation rates being correspondingly reduced, until they had reached a point at which little was made by any one in the trade. No corresponding benefit accrued to the public, as consumers knew they could not rely upon these low prices as permanent, and consequently made no reduction in the prices of manufactured articles. In the autumn, however, a change for the better took place, and there is every reason to believe that during the year 1873, without any reaction to high prices, coal will realize, to all concerned in the trade, a very different result from what it did the past year, while the supply called for will be even greater than the amount produced in 1872, large as it was. It is the opinion of those best informed in the trade, that we are not likely to suffer again soon from the same causes that cut down profits so severely in 1872.

The business of the Lehigh and Susquehanna Division has steadily increased. The division of business between the two roads has been as follows:

	Central.	Lehigh & Sus.
Passengers.....	$1,191,965 38	$199,243 91
Merchandise.....	1,463,635 37	431,005 47
Coal.....	1,856,681 81	1,861,555 09
Other receipts.....	114,206 09	2,424 87
Total.	$4,626,488 65	$2,494,229 34

CONSTRUCTION.

Many works of construction for facilitating business or improving and enlarging the roadway and its adjuncts, are reported in the Consulting Engineer's Annual Report, but few of these need to be here specified.

The tangent line between Westfield and Plainfield, through Fanwood, is so far advanced that it is expected to transfer the trains from the old to the new route during the summer. The elevation of the roadway through Plainfield proper, is left for subsequent decision; and, dependant on this, is the location and erection there of a new and handsome station house.

The work on the widening of the roadway for third and fourth tracks has bsen continued as required. Much has also been done in correcting and straightening the original tracks; all such work being included in the expense accounts.

A handsome stone arch bridge of the proper width for four tracks has been erected over the creek at Elizabeth. Extensive grading and filling has been done at Westfield, on the station grounds both sides of the track, with surplus material from the new line through Fanwood. At Evona, the centre of a new and rapidly increasing neighborhood, a neat and commodious station has been built, the grounds neatly graded and planted, and a new stone and iron railway bridge built over the public road. Many public roads have been carried over or under the roadway by permanent structures, with great increase of safety thereby to the public and to the company's trains.

NEWARK AND NEW YORK RAILROAD.

This branch has been further perfected this year by filling in the trestling across the salt meadows between the Hackensack and Passaic Rivers. The reduction of grade through Bergen Hill has not been pushed, and is therefore still incomplete.

The branch across the meadows, via Elizabethport and Brill, has been regularly run all the year as a local line between Elizabeth and Newark, and has had a satisfactory business. By this route a close connection is furnished the inhabitants of Newark, from and to nearly all the trains on the Central road, which has proved a great public convenience.

PERTH AMBOY AND LONG BRANCH.

The road from Elizabethport to Perth Amboy has been mainly graded, bridged and prepared for the track. The work is light except in a few spots. Track laying has begun from the eastern end, and can be pushed as fast as desired. It is expected to open the road to Perth Amboy this summer.

The bridge over the Raritan river or bay is considerably advanced. The pile bridging, of about 3,000 feet in length, is nearly completed. All of the standing piles are driven, most of the spur-shores are in and fitted, and the superstructure is done, with the exception of laying the floor planks and putting on a few braces. About seven-tenths in value of the masonry for the draw and the Howe Truss Bridging to rest upon, is completed. The pivot pier, and north abutment to the draw, together with the three Truss Bridge piers north of the draw, are finished, except the coping and a couple of courses of masonry on the extreme northerly pier. The pile foundation for the extreme southerly pier is in, and all of the platforms and caissons for the piers not built are ready to be put in place. The iron superstructure of the draw is mostly made, and is ready to be delivered. About five-sixths of the timber for the Howe Truss Bridging is delivered.

The right of way on the road through to Long Branch has been secured and mostly paid for, and extensive station grounds purchased in the most eligible part of Long Branch.

LEHIGH AND SUSQUEHANNA DIVISION.

It proved, upon trial, to be inconvenient and, in fact, impracticable to do by contract the graduation and masonry for the second track, except at a limited number of points, from the impossibility of procuring materials for the embankments and masonry, without hauling them in the cars of the company for considerable distances and with their locomotives and train-men. Consequently, much of the work has been done by the day and under the direction of the road masters.

During the year, 7½ miles of second track have been laid. There are now 20 miles additional ready, or nearly ready, for the rails. All permanent work on this division is charged against the lessors as a loan at seven per cent.

STEEL RAILS.

The relaying of the main tracks of the Central Division with steel rails has been continued, though more slowly than intended, owing to the failure of the makers to deliver the rails. There were 34½ miles laid and brought into use, being 80 miles in all, or more than half of the main tracks. They continue to give perfect satisfaction.

On the L. and S. Division, 16 miles of steel were laid.

COMMUNIPAW.

Work on the bulkheads, filling and dredging, has been continued at Jersey City, in Communipaw Cove, by this company, by the American Dock and Improvement Company, and by their several grantees, and much progress has been made. Everything is being carried on systematically, economically, and with the best results.

COAL SUPPLY.

The efforts of the company have been steadily directed to securing a steady, reliable supply of coal from sources within their own control, independent entirely of other companies; and also to securing proper markets for the coal transported. In both, their success has been very gratifying, and every year is likely to place this their most important business on a firmer basis. It is easy to see also that the substitution of a smaller tonnage over the entire length of the roads will give a better return and at less expense than a larger tonnage over a part only of one road.

STOCK AND BONDS.

During the year the remaining instalments on the $5,000,000 scrip stock were paid in, and after the close of the year the amount was added to the capital stock, making the whole amount $20,000,000.

In order to supply funds for the purchases of coal interests, and for the other general purposes of the company, an issue of $5,000,000 of seven per cent bonds was decided on, making the bonded debt ten millions. These bonds are due in 1902, but are convertible between November 1st, 1875, and November 1st, 1877, into stock at par. Of these bonds $1,725,000 were issued at par; the remainder will be disposed of as required.

CONTRACT WITH DEL., LACK. AND WESTERN R. R. CO.

In the postscript to the last annual report, it was announced that an agreement had been entered into on the 16th of March, for consolidating and uniting the interests of this company and those of the Delaware, Lackawanna and Western R. R. Co., and the agreement was set out in full. Subsequently it was submitted to the stockholders for approval, and with the greatest difficulty the assent of three quarters in interest was obtained. From the first it was extremely unpopular, owing mainly to distrust of the motives and management of the Delaware, Lackawanna and Western Railroad Company. Unfortunately, this distrust was justified by experience.

At the very outset of the meetings of the joint committee dissensions began. The financial condition of the Delaware, Lackawanna and Western Railroad Company was unexpectedly found to be such that an immediate issue of $3,000,000 convertible bonds by their company was demanded, and had to be acceded to. After the bonds were all sold, and proceeds expended by them, that company still showed a very large amount of liabilities. Without charging deception, it is safe to say that no such state of urgent indebtedness had been exhibited to our committee.

Nor was this all. In addition to the formal terms of the contract for merger, it is natural to suppose that the representatives of two such large interests would have some definite understanding, in advance, about the organization and general policy of the united companies. To suppose anything different is an insult to the common sense of all concerned. It was soon found, however, that the understanding on the subject of permanent organization either did not exist or was not to be recognized. A committee on organization was appointed with a prominent Lackawanna Director as Chairman. Finding the committee to be in favor of the organization proposed by the Central, he refused, for six weeks, to call a formal meeting, and only then consented with the understanding that they should disagree and be discharged—which was done. In matters of policy there was the same lack of accord. Auction sales of coal were obnoxious to the trade generally and objected to by the Central. It was understood that this was to be an open question; on the contrary the sales went on without consultation, and accelerated the fall in prices. Instant steps were to have been taken to secure the removal of the broad-guage rails from the two roads. Instead, the only anxiety shown was to extend the broad guage over the Central from Elizabeth to Jersey City; and though resolutions were passed in the committee looking to the substitution of the narrow guage, the change was practically deferred to some unknown period. Annual reports to stockholders and quarterly dividends were tolerated for the present, not adopted. In fact it was soon evident to the Central Directors that it was expected that Lackawanna principles should supersede those on which the Central had been so successfully managed. Having gone into the union,

however, they were most earnestly desirous to carry it out. Repeated and persistent efforts were made to reconcile matters, but without any result. The only reply to warnings that the union would be dissolved was: "You can't get out of it; you are fast." After exhausting every effort for harmony, the Central Directors decided to avail themselves of organic lack of power, and other good grounds, for annulling the contract, (which had never really gone into operation, with the exception of meetings of the Joint Committee), and the final rupture took place on the refusal of the committee to allow the regular quarterly dividend to be made in October. Then it was that, for the first time, it was discovered by our counsel that, owing to a failure to record the agreement, it was, by statute, invalid and of no effect. Though a technical ground, yet, as one from which there was no escape and which gave immediate relief, it was used in the litigation which followed, with the result of a prompt decision in the company's favor on the above ground, though on a collateral issue. The question of a re-execution of the contract was then submitted to the stockholders, when 112,610 shares voted against it, while only 5,917 voted in its favor. Notice of the result was given to the Delaware, Lackawanna and Western Railroad Company, and the union finally ended so far as this company, was concerned. Litigation however, continued, and the whole matter has been taken up to the Court of Final Appeals, where it will be heard and decided at as early a day as possible. After the Central had withdrawn from the agreement by the above decisive vote, and while the matter was pending in the highest court, an attempt was made by Act of the Legislature to validate the agreement, "any law to the contraty notwithstanding." The Act was forced through, without debate and without a hearing. In the opinion of our counsel, "the Legislature can pass no law that will stand; the very law must show the contract to have been void, and the stockholders at liberty to reject or adopt it; and, if three-quarters did not agree to it, the Legislature cannot make a valid contract for the company." In this opinion any lawyer will concur.

During this unpleasant controversy the board have been united on every point. No variation of opinion has occurred, and each step taken has been fully sanctioned by the judgment of every director; and if they were unanimous in recommending the union, they were much more heartily so in their action for annulling it. It is just also to add, that it was the earnest desire of the chief executive officer of this company to retire, hoping thus to end a part of the difficulties, but the board objected unanimously to entertaining the proposal.

The damage to both companies from this controversy and litigation has been considerable. The market prices of the stocks have been materially affected, and money negotiations interfered with. Had matters gone on as originally expected, it is still thought that, even with the large floating debt of the Lackawanna, the consolidation would have been a good thing for this company. As matters turned out, however, there was no course open to, or desirable for this company, but the one pursued.

Thus ended in six months a contract meant to be perpetual. In December the contract of 1854, also meant at the time to be perpetual, but which had been openly and persistently violated by the D., L. and W. R. R. Co., was formally annulled by this company, and a final suit for heavy damages begun. The attempt at union has ended in a total division.

DIVIDENDS.

Quarterly dividends of two and a half per cent have been made, amounting in the whole to ten per cent for the year.

CONCLUSION.

The prospects for results from the business are much more favorable the present year than the past, and a handsome return on the capital is expected. All that can reasonably be expected from the general management in the superintendent department is that it should be kept up to the excellent standard of the past. No passenger injured out of the millions carried, and no serious accident of any sort, is again the report. The company are proud of their employees.

BALANCE SHEET, JANUARY 1, 1873.

Railroad		$8,794,880 65
New York station and ferry houses		344,556 21
Jersey City station		965,805 50
Port Johnston coal station		848,276 41
Elizabethport station		300,146 10
Station houses, shops and water stations		597,224 53
Ferry interests and boats		574,046 10
Engines		2,527,491 93
Passenger and baggage cars		711,042 07
Freight cars		869,730 98
Coal cars		3,773,970 47
Land accounts	$448,102 59	
Coal properties—interest	3,748,943 73	
Machinery and miscellaneous property	336,372 33	
Telegraph	12,297 32	
		4,545,715 97
American Dock and Improvement Co. stock		1,500,000 00
Newark and New York Railroad Company stock		883,100 00
Chairs, spikes, steel and iron rails and ties on hand		345,468 39
Materials and fuel on hand		297,450 65
Cash and accounts receivable		4,310,442 57
Renewal fund, debit		34,917 75
		$32,267,104 28
Capital stock		$20,000,000 00
Convertible bonds due 1902		1,725,000 00
Mortgage bonds due 1890		5,000,000 00
Bonds due 1875 (balance out)		174,000 00
Lehigh Coal and Navigation Co. loan due 1897 (assumed)		2,310,000 00
Railroad Car Trust of Philadelphia (assumed)		446,838 88
Interest on bonds, accrued, not yet due		192,834 16
Accounts payable		2,418,431 24
		$32,267,104 28

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillion, James Boorman Johnston, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.

Secretary and Treasurer—SAMUEL KNOX.
Superintendent and Engineer.—R. E. RICKER.
Consulting Engineer.—JAMES MOORE.

Alabama and Chattanooga Railroad.

The London *Times* says that at a meeting on the 17th of March of holders of Alabama and Chattanooga Railroad Bonds and of Alabama Gold Bonds, Lord William Hay in the chair, it was resolved to accept, in satisfaction of the coupons respectively overdue since the 1st of July, 1872, and the 1st of January, 1873, a new issue of 8 per cent currency bonds, at the rate of 82 per cent, the overdue coupons being calculated at the rate of exchange of the day. It was also decided:

"That should it be necessary to advance to the State of Alabama the sum of $250,000 currency, to enable it to complete the purchase of the railroad sold in bankruptcy, and thus to secure the said railroad for the benefit of the bondholders, the Council of Foreign Bondholders and Committee of Alabama and Chattanooga Bondholders should be authorized to make such advance on such terms and conditions and on such security as they may deem fit, and to invite the Alabama and Chattanooga bondholders to participate in such advance in proportion to their holding. At the same time the council and committee were empowered to pay all expenses and commission which may be necessary for raising the moneys to make the advance to the Government and other outlay, and to make a reduction *pro rata* on the bonds to be received for coupons in repayment of the same."

Allegheny Valley Railroad.

The annual meeting of the stockholders of this company was held in Pittsburgh on the 10th inst. The meeting was organized by calling Henry Wheeler, Esq., of Philadelphia, to the chair, and appointing N. P. Sawyer Secretary. The minutes of the last annual meeting, held February 20, 1872, were then read and approved.

The report of the President was read and approved, and ordered to be printed together with the report of the Superintendent, Chief Engineer and Treasurer.

On motion it was resolved to go into an election for a Board of Managers for the ensuing year. Messrs. Edward Greeg, D. Lands, and P. F. Howley, being duly qualified, were selected to hold the election. The election resulted in the choice of the following gentlemen as Managers: Wm. Phillips, Wm. M. Lyon, Wm. K. Nimick, J. Patton Lyon, B. F. Jones, F. E. Brunot, and James Park, Jr.

The following is the report of the President:

To the Stockholders of the Allegheny Valley Railroad Company:

GENTLEMEN—Your managers respectfully submit to you the following statements and report of the business of your railroad during 1872:

The earnings and expenses for the fiscal year ending December 31, 1872, were as follows:

The receipts were:

From freights	$1,584,317 20
From passengers	582,739 14
From express	12,000 00
From mails	22,505 20
From rents	4,353 67
From miscellaneous	33,244 12
Total	$2,239,159 33

The expenses were:

For conducting transportation	$330,846 48
For motive power	352,604 84
For maintenance of way	341,622 59
For maintenance of cars	118,971 18
For general expenses	134,430 73
Total	$1,278,475 82

It will be perceived from the above statements that the gross earnings for the year ending December 31, 1872, were $2,239,159 33.

The operating expenses for the same period were $1,278,475 82. Leaving the net earnings of your road for 1872, $960,683 51. Showing an increase over the previous year of $127,681 03.

It will be perceived that the net earnings for the year 1872 (amounting to $960,683 51) are amply sufficient to pay the annual interest on the entire bonded debt of the Allegheny Valley and Low Grade Roads, without having as yet received any income from the latter road.

The expense of working the road have been 57 1-10 per cent of the gross earnings, being an increase on last year caused principally by the unusually severity of the winter.

It will be observed that the company have been called upon to make large expenditures during the past year for the equipment and operating of your road, and for construction and maintenance of way, for the details of which you are referred to the full and satisfactory report of the General Superintendent and Chief Engineer.

The bonded debt of your company remains without material change, as set forth in the last report published by your board; for full details thereof you are referred to the reports of the

Treasurer and Auditor, which are herewith submitted. A large amount of construction work has been done along the line of the road during the past year. The work done embraces the completion of a double track, wrought-iron Linville truss bridge over the Kiskiminitis, 726 feet in length, being a substantial structure, highly creditable to the Keystone Bridge Company, which erected the bridge and superstructure; the building of a double track boiler plate bridge, of two spans, over Plum creek; important repairs upon the bridge crossing the Allegheny river at Brady's Bend; masonry, consisting of arched culverts and box culverts; grading for depots, sidings, &c.; the building and extension of passenger, freight and water stations; the replacing of trestle work with solid embankments; the erection of turn tables at Clarion bridge and South Oil City; almost the entire rebuilding of the important bridge spanning the Allegheny river at Oil City; the laying down of about eleven miles by siding connected with the main line; the distribution and laying of a large quantity of new rails, together with various other minor improvements, found to be necessary in order to add to the safety of your road.

The increasing tonnage upon your road demanding greater facilities than it is possible to provide over a single track, your manager thought proper that another track should be constructed from Pittsburg to the mouth of Red Bank, there connecting with the Low Grade road.

The additional track thus authorized has already been completed from Pittsburg to Hulton, a distance of twelve miles, and that portion of the second track extending from Hulton to Red Bank has been put under contract, and will be built as rapidly as the means of your company will permit.

The location of the Plum Creek Branch was commenced late in the summer of 1871, and completed in December of that year.

Leaving the main line of the Allegheny Valley Railroad at Verona, the route of this branch passes up the valley of Plum Creek through valuable coal fields in Penn township. The main track was completed to the first coal works and sidings laid, so that coal was regularly shipped therefrom on and after the 1st of October, 1872. The total length of the line and sidings finished is 9 3-10 miles. Located and built, in order to reach and develop valuable coal mines, this branch gives satisfactory promise of fair profits in the future upon the cost of its construction.

During the summer of 1872, it became known to your board that the Philadelphia and Erie Railroad Company were willing to dispose of a controlling interest which it held in the stock of the Oil Creek and Allegheny River Railroad Company, and had already commenced negotiations for the sale of the same to a rival company.

Impressed with the great importance of preventing this stock from passing into the possession of parties whose interests might be adverse to your company, the President immediately opened negotiations for its purchase, and on the 8th day of August, 1872, a contract was closed by which the Allegheny Valley Railroad Company became owner of a sufficient amount of this stock to give your company control of the Oil Creek and Allegheny River Railway, and it is now operated by your company.

By the purchase thus made your company is effectually protected from all prejudicial interference by rival interests in the future management of the Oil Creek and Allegheny River Railroad.

The route selected for the Low Grade starts from the Philadelphia and Erie Railroad at Driftwood, crosses the Sinnamahoning and Bennett's branch and follows along the hills on the south side of the valley, passing through Caledonia Point twenty two and one-half miles from Driftwood by a tunnel four hundred and twenty-five feet long, crosses Bennett's branch twice on Section 25, and continues along the South side of the valley to the Summit on Section 39, where it passes through the hill which forms the dividing ridge between the Susquehanna and Allegheny rivers by a tunnel 1,950 feet long. The elevation of the road bed at this point is 1,440 feet above tide level. The line connects with the Allegheny Valley at the junction of the Red Bank Creek with the Allegheny river, a distance of one hundred and ten miles from Driftwood.

There is a tunnel five hundred and five feet long at Anthony's Neck on Section 92 and over six hundred feet through Long Point on Section 101. In June, 1871, contracts were made for the graduation and masonry of the heavier sections of the work, which were commenced at once, and the remaining sections were placed under contract from time to time as the progress upon the heavier work made it available. The Summer and Fall of 1871 were very favorable for putting in the foundations of bridges.

The large amount of railroad construction going on throughout the country during the past two years made labor scarce and high priced, and much difficulty has been experienced in keeping a sufficient force upon the work. A portion of the line is also deficient of access, making it necessary to haul food, provisions, tools, &c., a distance of forty miles from the railroad stations at Mahoning, Clearfield and St. Mary's. But notwithstanding the difficulties of the position in which our contractors were placed, they have generally made good progress with their work.

On December 31st, 1872, all the masonry between the Summit and Allegheny river was completed, except at one bridge east of Brookville, which would require about three weeks to finish when the weather should be favorable. East of the Summit all foundations are in, and two months in the spring will complete the masonry. The bridges on this portion of the road are mostly framed and raised, and the material for the balance is being delivered and framed for raising as the track advances.

The track laying is now in progress, about thirty miles being already laid from the main line of the Allegheny Valley Railroad eastward. Satisfactory progress has been made upon the Summit tunnel, it being nearly ready for arching. No good building stone being found in the neighborhood of this tunnel, it became necessary to procure stone at a point some distance west of the Summit.

The prospective advantages and value of the line known as the Low Grade Road is spoken of in high terms. Your managers think that they will be ready to open that portion of your road extending from the mouth of Red Bank to New Bethlehem, a distance of twenty one miles, by the middle of April. They expect to reach Brookville, a further distance of about twenty miles, by the first of June, and the Summit tunnel, a further distance of twenty-four miles by the 1st of July, and they hope to complete the line through to Driftwood, where it connects with the Philadelphia and Erie Railroad, by the middle of September or the 1st of October, 1873.

Your managers cannot close their report without expressing satisfaction at the earnest endeavors, made by each head of department in your company's organization to discharge, to the fullest extent, the duties which they severally owe to your company. By order of the board.

W. PHILLIPS, President.

☞ Mr. George Westinghouse, Jr., of Pittsburg, inventor of the Westinghouse air brake, has just received a patent on an improved brake coupling, which is thus described: Each half of the coupling has a nozzle and socket at its inner end on and in a corresponding socket and nozzle of the next coupling, so that the half-coupling on either end of either car will couple on to any other half-coupling on the train. Spring hooks and hand levers are used on the coupling to hold the two halves together, and are duplicated in each half and arranged opposite to each other in each half of the coupling.

Washington City, Virginia Midland and Gt. Southern Railroad.

At a meeting of the stockholders of the Orange and Alexandria and the Lynchburg and Danville Railroads, in Lynchburg, on the 8th inst., Col. John S. Barbour presented a special report, setting forth that the object of the meeting was to consolidate the two roads, in accordance with the act of the Virginia Legislature, under the corporate name and style of the Virginia and North Carolina Railroad Company. In order to do this the several acts of Assembly had to be accepted. The acts referred to are four in number, and relate, respectively, to a proposed change of the corporate name of the consolidated company, to provide for a new issue of bonds by the company, and the execution of a mortgage on the road and its property to secure the same, to authorize the company to extend its road from the present northern terminus at Alexandria to a point opposite to or above the cities of Washington and Georgetown, on the Potomac river, and to allow the lands purchased by the company to be free from the liens of all other indebtedness, and to be held primarily as security for the purchase money due on same, and the proceeds of sales to be applied only to payment of the land bonds of the company.

Mr. Barbour offered a resolution to the effect that bonds of the company not exceeding $8,000,000, with a mortgage on the road, be issued for the purpose of discharging existing liens on the road and completing it, which was adopted. A resolution accepting the new name of the company, the "Washington City, Virginia Midland and Great Southern Railroad," as provided by act of Assembly, was unanimously adopted. A resolution was also passed that the company accept the act of the General Assembly of Virginia, approved February 15, 1873, entitled an act to authorize the Washington City, Virginia Midland and Great Southern Railroad Company to issue bonds to provide for the payment of the bonds and debts of the Orange, Alexandria and Manassas and Lynchburg and Danville Railroads and for other purposes.

Col. John S. Barbour was elected president of the road, with a salary of $6,000. A resolution was passed favoring the extension of the road into North Carolina by the most eligible route after the completion of the road to Danville. The following directors were elected: W. G. Cosenove, C. F. Settle, Alexandria; S. A. Coffman, Rockingham; E. C. Marshall, Fauquier; D. F. Slaughter, Culpeper; W. D. Hart, Albemarle; R. A. Coghill, Amherst; C. M. Blackford, T. C. S. Ferguson, Lynchburg; G. T. Pace, W. T. Clark, Danville; W. E. Sims, Pittsylvania.

☞ Mr. Thomas R. Sharp, who has been since the 1st of September, 1872, the Assistant Master of Transportation of the Baltimore and Ohio Railroad, and who has been acting since the death of the late Mr. Wm. Prescott Smith as the chief officer of that department, has been elected, by the unanimous vote of the Board of Directors, Master of Transportation of the Baltimore and Ohio Railroad Company.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending March 31 are: freight, $60,498 76; passengers, $33,513 02—total, $94,011 8.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,987	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 791	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	438,352	559,882	497 261	540,756	431,315	352,104	5,156 326
1873	352,568	402,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,38',471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	386,514	337,404	4,380,129
1873	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,550,023	1,526 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,329	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,48?
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,633	696 475	69?,063	8,026,754
1873	580,493	562,949	651,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1.368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,524,882	1,525,812	1,433,931	17,322,614
1873	1,412,368	1,549,285	1,735,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	170,023	162,585	180,467	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	437,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480 847	427,096	422,015	529,890	628,660	582,802	587,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468.880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,522,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	167,496	177,085	201,648	178,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	108,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	298,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,031	5,944,570
1873	370,290	405,110	471,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	503,189	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,986	534,115	565,861	699 490	890,442	835,459	743,882	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	51½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	80
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	298	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Pay-able.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage.....	40,000	7	J.& J. 1883	....
Avenue C: 1st Mortgage.....	631,000	7	M&N 1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J. 1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J. 1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D. 1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J. 1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J. 1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N 1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J. 1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A 1882	....
2d Mortgage.....	200,000	7	M&N 1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J. 1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J. 1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S. '74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J. 1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O. 1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J. 1877	....
2d Mortgage.....	51,500	7	M&N 1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J. 1879	....
2d mortgage	100,000	7	A&O. 1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J. 1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J. 1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D. 1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	 1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J. 1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O 1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O 1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D. 1884	92½
2d Mortgage.....	25,000	7	J.& J. 1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J. 1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J. '80'1	....
2d Mortgage.....	300,000	6	J.& J. 1885	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J. 1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J. 1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N 1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J. 1886	...
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D. 1877	....
2d Mortgage.....	200,000	7	F.& A 1876	....
3d Mortgage.....	154,000	7	A.&O 1885	....
Conv. bonds.....	515,000	7	M&N 1888	...
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J. 1878	....
2d Mortgage.....	15,800	7	A.&O 1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J. 1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J. 1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J. 1890	....
Real estate.....	619,000	7	var. var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O. 1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N 1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J. 1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J. 1885	....
General Mortgage.....	100,000	7	J.& J. 1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J. 1889	...
Watervliet: 1st Mortgage.....	130,000	7	A.&O. 1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D. 1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O. 1890	....
Worcester: 1st Mortgage.....		7	.....	....
2d Mortgage.....		7	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	638 976	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio 100	13,151,962	M. & N.	May '73 5
Washington Br. 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref .. 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Apl. '73 1½
Bloosburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br guar .. 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '72 3
Boston and Lowell 500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine 100	6,816,807	M & N.	Nov. '72 5
Boston and Providence. 100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie* . 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '73 5a
" " pref. 100	1,485,900	M & S.	Mar. '73 5a
Camden and Amboy* ... 100	5,847,800	J.A J.O.	Apl. '73 2½
Camden and Atlantic ... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 4½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '72 1½
" " pref. 100	769,600	F. & A.	Feb. '73 3½
Central of Georgia 100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey. 100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref 50	400,000	J. & D.	Dec. '72 3
Chemung* 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton 100	8,929,900	M. & S.	Mar. '73 5
" " pref. 100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy. 100	18,652,410	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '72 3½
" " pref. 100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton* .. 100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10a
" " pref. .. 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind. .. 100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.AN	Feb. '73 2½
Col., Chic. & Ind. Cen.* 100	13,000,000	.....	.....
Columbus and Xenia* .. 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '72 5
Concord 50	1,000,000	M. & N.	Nov. '72 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv.. 100	2,100,000	F. & A.	Feb. '73 3
Connecticut River 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq. 100	307,383	— & —	.....
Cumberland Valley. 50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.) 100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand* . 100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref 100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* 100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So.. 100	49,446,500	F. & A.	Feb. '73 4
" " (guar.). 100	533,500	F. & A.	Feb. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami* 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	Sept.'72 2
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi.. 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence .. 100	200,000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western 100	2,500,000	J. & J.	Jan. '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law... 100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati.. 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi* 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989.548	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul. 100	11,822,878	J. & J	Dec. '70 7a
" " pref. 100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	14,008,100	J. & D.	Dec. '72 3½
Nashua and Lowell 100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York* .. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton. 100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12a
N. Haven & Northamp.. 100	605,000	J.A J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern* 100	1,418,800	J. & J.	Jan '73 5
N. Y. Cen. & Hudson R.. 100	89,428,330	A. & O	Apl. '73 4
New York and Harlem. 100	8,500,000	J. & J.	Jan '73 4
" " pref. 100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston. 100	2,000,000	J.A. J.O.	Apl. '73 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J	July '72 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania 50	3 150,150	January.	Jan. '73 5a
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh.. 100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* . 100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi ... 100	19,995,847	J.A. J.O.	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport. 100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*. 100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri 100	3,635,750	— & —	Apl. '73 1½
Panama 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*. 100	630,000	J & J.	Jan. '73 4
Paterson and Newark*. 100	500,000	J. & J.	.....
Paterson and Ramapo*. 100	248,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.*. 100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton* 100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt. 50	11,485,750	J. & J.	Jan. '73 4½
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J.A. J.O.	Jan. '73 4½
" Special Imp. 100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams.. 100	460,000	J. & J.	Jan. '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Port., Saco & Portsm.. 100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces.. 100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*. 110	557,500	— & —	.....
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	Feb. '73 5a
Rutland* 100	2,700,000	— & —	.....
" preferred 100	4,300,000	F. & A.	Feb. '73 3½a
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*. 100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	676,050	J. & J.	July '72 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *. 100	3,939,900	F. & A.	Feb. '72 4
Staten Island 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*. 100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,700,000	— & —	Jn. '70 11-4a
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*.. 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River.. 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*.. 100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov. '72 2
Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F. Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn) ... 100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica.. 100	488 100	— & —	.....
Bushwick (Brooklyn) ... 100	302,000	J. & J.	July '71 3½
Jambridge 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn. 50	500,000	— & —	.....
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.) ... 100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry .. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton .. 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose 100	200,000	— & —	.....
Metropolitan (Boston) ... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.) ... 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.) ... 100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.) ... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.) ... 100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '72 5
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia 50	400,000	J. & J.	Jan. '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson ... 100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan* . 100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania ... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated) ... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred) 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,838,977	F. & A.	Feb '73 60c
Susq. and Tide Water .. 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq ... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold 100	2,836,600	— & —	.....
" pref 100	8,693,400	— & —	.....
" certif 100	2,324,000	J. & J.	.....
Pacific Mail Steamship. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ... 100	5,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal .. 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express ... 100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 .....registered	$8,045,000	5	Jan. & July.	1874	113
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	116½
.. ..coupon	4,656,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,513,550	6	Jan. & July	1881	116½
.. ..coupon	63,807,800	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	30,797,350	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	233,292,800	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,495,450	6	Jan. & July.	1881	116½
.. ..coupon	21,504,550	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	117½
Loan of June 30, 1864 (5-20s).....registered	32,707,750	6	May & Nov.	1884	117½
.. .. .. (5-20s).....coupon	34,413,000	6	" "	1884	116
Loan of March 3, 1865 (5-20s).....registered	36,454,250	6	May & Nov.	1885	116
.. .. .. (5-20s).....coupon	119,199,600	6	" "	1885	119
.. .. 2d series (5-20s).....registered	58,807,000	6	Jan. & July.	1885	116½
.. .. .. (5-20s).....coupon	148,784,150	6	" "	1885	116
.. .. 3d series (5-20s).....registered	90,902,100	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	224,776,100	6	" "	1887	117½
.. .. 4th series (5-20s).....registered	14,155,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	24,472,900	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)....registered	140,026,300	5	Mar. & Sept.	1904	111
.. .. .. (10-40s).....coupon	54,541,000	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	128,809,750	5	F. M. A. & N.	1881	117½
.. .. coupon	71,190,250	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	650,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	403,761,109	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1892	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W.&Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.	'72-'74	....
.. Bonds for W. &Atl. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl.&Gulf R.R.,'58,'59, '60&'61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,386,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '42.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1868 and '64...	3,832,500	6	"	'83-'89	98½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	31½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'95-'99	16½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1891	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	27
.. .. .. '66..'69.....	2,262,714	6	Jan. & July.	'87-'97	19
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	78½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1856-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'03	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1855-'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	85
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	38½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59¾
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Bonds of 1872 for $1,000,000	688,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,200,000	7	" "	"	1900	101
Chattel Mortgage	158,350	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	81½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	88½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	135,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	92½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1888	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90½
Equipm't (Eng &Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar	1,096,000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	78½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	104½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96½
Convertible b'ds (Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1899	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,600,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	99
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chic.						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,900,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase.	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	109½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1899	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,000	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	88½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	101
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.:	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.:	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100⅝
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	...
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (" ")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	...
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	98½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	94½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ad.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	97½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	" "	1875	....
Extension (gold) Loan	491,000	6	" "	" "	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1899	94
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	Marc'h & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100¾
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	88½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84¾
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	283,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	89½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	76½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1865	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	95
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97¾
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	92¾
Income Mortgage conv	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	95
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	85½
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	82¾
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	74½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101¾
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	96
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91¾
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)....	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	102
Consolidated Mortgage June 1, 1871. Dollar registered	3,414,000	7	" "	"	1911	104½
Consolidated Mortgage June 1, 1871. Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	350,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100¾
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	78
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1861	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	61
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres:...	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1904	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	360,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	87½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	75
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89¾
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	73¾
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	73
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	96
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	24½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	78
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82¾
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	...
Income Mortgage	313,400	...	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94¾
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102¾
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	93¾
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	92
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1883	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)... New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg † ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	—	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	22
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †. Ga. S.C. & N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	88.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	Juno 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	25
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Central	of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,964	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio † .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	178¼
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)	—	103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe.. Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	.....	.....	250,000	48,000	—	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	149¾
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie †.. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3¾
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	135¼
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	120
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	—	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	963,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	107¾
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	—	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed Januar	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Water'n & Sack. Harbor.. N.Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota..... New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—		(Recently	opened—	No repor	t.)	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	....
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	43
Dec. 31, 1871	681.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* †.. California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to	Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	273.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,158,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	....	....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	111
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	....	....	....	7,569,009	2,619,177	10	100	109½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)		—	—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	....	1,500,000	1,000,000	....	—	73.0	....	(No retur	ns furnish	ed.)	—	—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	....	....	2,000,000	2,925,000	....	—	—	(Opene	d in Dece	mber, 187	1.)	—	—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	....	....	1,280,000	2,200,000	....	—	—		(Recently	opened.)		—	—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)		—	—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	76
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	....	....	1,500,000	1,340,000	....	....	—		(New roa	d—No rep	ort.)	—	—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)	—	—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	....	....	5,900,797	5,900,797	2,950,534	8	100	105½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	....	....	3,078 000	3,078,000	....	....	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic. R.	I. & Pac.)		—	—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	....	....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,082,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,596	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	....	....	3,027,450	2,033,000	1,061,798	—	123.0	....	....	....	....	....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	....	....	4,000,000	1,500,000	....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	....	....	....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,614	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	....	239,205	800,702	304,706	—	100	18
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,761,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	84
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	....	....	1,165,000	1,500,000	....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	....	....	7,867,950	3,859,500	....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	89
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	36,230,574	*	....	....	13,000,000	23,230,174	....	—	586.7	3,952,726	....	....	4,170,338	1,040,232	—	100	36½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	....	....	347,800	225,000	282,126	—	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	334,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	....	....	1,000,000	1,000,000	....	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,863	34,819	119.5	....	....	....	925,000	153,088	10	50	166
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	89½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725,392	119,157	10	100	138
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	....	....	1,500,000	1,000,000	—	—	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	....	....	1,497,223	2,008,500	....	—	68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	....	....	1,278,300	1,000,600	....	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	....	....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	....	....	....	1,101,612	371,376	¾	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	—	....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	....	....	309,276	701,000	....	—	—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	....	....	1,230,941	873,250	....	—	99.3	....	....	....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	....	15,000,000	10,000,000	....	—	62.0	....	95,781	1,532,549	72,715	....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	98
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	....	....	2,500,000	2,500,000	....	—	121.0	....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	....	....	....	1,216,000	1,216,000	....	—	—		(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)	—		....	....	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	....	....	1,000,000	1,500,000	....	—	—	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	....	....	343,150	1,470,000	—	—	65.0	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,136	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	....	....	3,000,000	3,275,000	....	—	164.0		(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	....	....	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No info	rmation	furnishe	d.)	—	—	—	—	33.5	....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	68
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	68,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	80
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	138,971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	....	....	185,834	1,287,323	383,377	—	100	40
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,061	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	685,308	8	100	106½
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.	(No info	rmation	furnishe	d.)	—	—	—	—	23.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	875,000	*	....	....	295,000	58 0,000	....	—	40.0	(N	o stateme	nt furnish	ed.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—		(Complet	d in 1871 a	nd 1872.)		—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	1 4.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	....	5	50	54½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	....	....	86,536,910	26,398,800	—	....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	63½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	....	....	134,600	—	40,000	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	....	....	3,500,000	3,880,000	—	—	37.0	....	....	....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	....	....	2 000,000	3,177,000	....	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	....	....	522,300	3,098,800	1,802,982	—	114.0	....	184,752	97,942	280,014	93,238	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,164,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	....	....	2,000,000	1,000,000	....	—	98.0		(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	....	....	750,000	750,000	....	—	—		(Recently	completed.)			—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connells	ville.)		7½	50	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	....	817,680	177,000	98,824	41,740	93.3	666,657	1,795,222	....	1,327,341	316,739	8	100	132
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. P.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)						—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,6[illegible]	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lackawa.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement furnished.)								18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	39½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	...	...	...	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated in N. Y., N. Haven and Hartford R. R.)									...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703,000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640,000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,524	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	57½
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515,294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21,489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80.0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,880	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	89½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*				5,125,000	7,700,000			211.0				429,225	10,233		100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170			14,682	285,050	355,000		8,290	—	(Leased	to Pittsb.,	Ft. W. & C	hicago.)	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000				600,000	500,000			21.5	(Leased	to Pacific	of Mo. at 4	5 p.c.—m	$42,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367		177.1	376,806	106,010	84,945	591,210	147,099	—	100	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925			18,158,600	9,219,000	645,142		235.2	3	867,271	1,573,748	5,290,725	1,828,695	10	50	118¾
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami .....Ohio	5,671,900	*			4,107,900	1,564,000			196.0				1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.		*			6,000,000	8,500,000			....		(Under	construct	ion.)			100	....
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,188				2,646,100	771,500			38.8	(Lea	to Phila. &	Reading.)			7	50	93¾
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616				34,850	40,000	686		9.5	ed	4,703	15,635	70,546	1,816	—	50	....
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*			1,500,000	1,500,000			....	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,240	490,405	150,866		24.5	48,419	44,427	23,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*			3,000,000	1,500,000	180,000		158.0				830,661	261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,785,914				4,198,582	4,300,000					(Leased to	Chicago a	nd Alton	.)	—	100	....
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington. Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	172.7	745,783	446,977	209,187	995,426	254,664	—	100	....
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153,007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.					3,000,000				288.0		227,340	174,577	787,311	148,171	—	100	....
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence... .Massachusetts.	363,500	*		17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	....
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.	1,057,495	*	115,500	64,593	1,168,153	—	68,732	703	10.0		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000				600,000				20.8	(Leased	to Summit	Branch.)		62,500	11¼	20	....
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900				1,631,909	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.. .....Georgia.	7,250,000	*			3,500,000	3,750,000			197.5		(Not repo	rted—Sma	ll.)		—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*			2,500,000	150,000			199.0				674,921	266,849	10	100	....
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶ .....Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	56
Mar. 31, 1871	22.4	3.6	3.2	—	...	...	...	....	Manchester and Lawrence...N.H. & Mass.	1,000,000	*	72,124	34,736	1,000,000	—	15,297	91,563	22.4		(Operated	by Concor	d.)	101,392	10	100	137
Sept. 30, 1871	23.0	—	1.5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162		14,889	444	290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738		13,980,080	8,844,447	2,233,426		283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.		*			1,235,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)		—	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*			500,000	1,000,000			54.0		(No retur	ns obtaine	d.)		—	100	....
Jun. 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley .....Canada.	800,000				400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84¼
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington.....Kentucky.		*				700,000			49.5	(Recentl	y opened	—No retu	rns.)		—	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles. Tenn., Miss. & Ala.	8,753,559	*	1,157,068		5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarkesv. and Louisv. ¶..Tenn.		(Owned	and oper.	by Loui	sville and	Nashvill	e.)		82.6	352,636			462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock.....Arkansas.						2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*			1,074,289	3,500,000			130.7	497,646	210,189		924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset .....New Jersey.	506,443				265,625		55,000		4.7	(Leased	to United	Companie	s.)		—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*			800,000	250,000	424,000		27.0				73,489	25,899	7	100	....
Dec. 31, 1871	20.0	—	....	136.0	...	...	...	....	Michigan Air Line (E. D.)...Mich. & Ind.						225,000			20.0	(W. Div.	owned by	Michigan	Central.)		—	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187	17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	104
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*			450,000	800,000			67.0	(Recentl	y opened	—No retu	rns.)		—	50	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30'084	1,297	6,063	148,075		9,691	24,598	85.4	21,350	351,598	31,786	35,043	6,981	4	100	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford....New York.	159,618				121,420	68,500			—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	350,476				121,730	225,000	64,800		13.0	23,870	29,531	15,550	48,681	18,862	—	100	....
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	....
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific .....Nebraska.	2,600,000	*			1,500,000	1,100,000			58.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	264,115				65,426	118,500			12.5		(Leased to	Pennsylva	nia.)		—	25	....
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul .....Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,463,155	6,690,695	2,840,341	—	100	54¼
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*			510,000	18,000 p.m			45.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957				3,850,450				—	(Leased	to Phila. &	Reading.)			8	50	104
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*			1,200,000	320,000			41.0		(No retur	ns furnish	ed.)		—	100	....
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000				770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	....
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.		*				4,557,980			237.0				1,268,981	loss.	—	100	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833			825,407	2,196,547	380,439		100.0	315,025			486,071	227,112	—	100	....
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo. & Io.	1,600,000	*			800,000	860,000			—	(Recentl	y opened	—No retu	rns.)		—	100	....
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*			1,500,000				62.0	(Recentl	y opened	—No retu	rns.)		—	100	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*			12,045,000	12,491,000			463.0		(No infor	mation.)			—	100	36
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf. Kansas.	12,900,000	*			5,950,000	6,950,000			161.0				683,882	258,902	—	100	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003				250,000	564,398	3,606		—	(Operat	ed by Mob	ile and Oh	io.)		—	100	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145		87.0	100,735	48,778		201,935	22,746	—	100	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,500	769,046		164.0				667,539	150,124	—	100	....
Dec. 31, 1871	472.0	45.6	42.3	—	116	...	...	....	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*			197,500	99,825			....	(Recentl	y complet	ed—No re	turns.)		—	100	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*			700,000	2,300,000			—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	....
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931				150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.									80.0		(No infor	mation.)			—	100	....
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York.	1,054,956		53,329		418,500	650,000	39,786		23.8	15,207	22,290	11,329	26,897	11,244	—	100	....
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex .....New Jersey.	25,360,240				13,698,250	11,614,000			118.0				2,987,211	668,914	7	100	80¼
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759		800,000		64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137¼
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228		173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,037,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶. Tenn. & Ky.		(Sold to	Nashvill	e and C	hattanoo	ga.)			172.5	544,211		59,145	444,389	257,542	—	100	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck .....Connecticut.	2,041,451	*	137,513	121,130	1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,367,285				977,150	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)		7	50	....
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000				700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)		—	100	....
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	159
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N. Bruns.	2,500,000	*				972,000			126.0		28,005	97,443	144,439	57,128	—	100	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan .....Conn.	245,983	*			163,905	75,756	5,689		....						—	100	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249				600,000	93,300	2,000		14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)	10	50	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*			424,000	525,000			13.3		(Opened	August 18	71.)		—	100	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.		(Unfini	shed.)		3,000,000	4,500,000			23.0			8,044			—	100	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp. Conn. & Mass.	3,011,206	553,984	172,563	263,632	2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	150,515	—	100	....
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*			7,295,200	400,000			33.0	(Include	d in Unite	d Compan	ies.)		10	100	120
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	6,500,000	*			2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.		*	1,106,000		4,000,000	2,870,000			115.5	257,021	334,921	87,313	403,227	165,005	—	100	84¼
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000		63,499	115.6	370,953	437,263	222,390	505,335	132,998	8	100	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶. L. & M.					4,200,000	9,500,000	1,000,000		206.0				1,669,777	404,685	—	100	....
Dec. 31, 1871	313.0	—	....	555.0	...	...	...	....	N. O. Mobile and Texas....Ala. & Nash.									200.0						—	100	....
Sept. 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River. N. Y.	60,413,657	*			89,428,330	15,231,719	1,167		844.5	10,631,797			21,972,105	8,260,816	8	100	88¼
Sept. 30 1871	159.7	21.2	45.5	—	39	85	36	725	New York and Harlem.. ...New York.	13,305,080	1,592,481	1,678,798		8,500,000	6,717,725			156.9	862,174	1,682,500	323,409	2,698,763	929,083	8	100	121

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac.....New York.	229,116	—	—	—	135,300	—	74,700	—	7.0	—	(Recently	opened—	No return	s.)	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	139
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	....	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	558,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	...	...	...	....	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainabl	e.)	—	—	—	72.0	—	(No accou	nts.)	—	—	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	94
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	78
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	5	100	111
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—	—	(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	.0..	...	...	....	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	—	278.0	—	(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶.Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	128
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia.....Nova Scotia.	6,942,765	*	—	—	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	5	100	53½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	5	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	41½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	63
Sept. 30, 1871	150.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112½
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	—	—	Orange and Newark.....New Jersey.	808'022	59,000	.....	—	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse .....New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.	(Under	construc	tion.)	—	1,500,000	1,500,000	—	—	21.0	—	(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	50
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf .....Kentucky.	(Under	construc	tion.)	—	2,425,000	1,071,000	.....	—	63.5	—	(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	—	—	—	—	(Under	constructi	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5	—	(No	returns.)			—	100	105
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0	—	(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5	—	(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1	—	(Leased t	o Erie.)		29,758	5	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol.Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania .....Pennsylvania	27,151,999	7,458,101	30,452,616	16,000,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	220
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.	231,098	—	.....	.....	132,412	700,000	100,000	—	—	—	(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	—	(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶.....Virginia	1,719,113	*	—	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	51
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	118
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore.Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,589	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶.....Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic..P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....	—	(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	—	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	....	60.0	2	...	...	....	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	—	(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern....New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	3.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	61,892	45.3	454,672	1,398,891	452,266	629,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,243,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,[illegible]00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No retur	ns furnish	ed.)		—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	—	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)		—	100	9½
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	—	.....	.....	.....	.....	.....	—	112.0		(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	—	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	88½
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26,	1871—No	returns.)		—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & S	t. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,876	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	—	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	—	—	2,667,600	1,629,000	—	—	157.0		(No repor	t furnishe	d.)		—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259[illegible]685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	—	—	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,540	155,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	—	—	4,000,000	4,000,000	—	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,[illegible]67,050	*	—	—	1,670,130	1,670,100	134,468	—	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,768	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	64½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	—	—	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,328	United Companies of New Jersey.N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	119½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	.)		8	100	61
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	24,426	2,860,000	750,000	213,767	96,128	88.1	217,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... ....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgi	a.)		306,088	.....	.....	138.0	666,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,855,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6[illegible]	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,987	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	120 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	134½
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	113½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	10,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	75½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,237	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	651,420	637,311	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	—	84.0	—	—	501,674	144,092	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)			—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	62 — @ 62 50
Gartsherrie.....	— — @ — —
Glengarnock.....	53 — @ 54 —
Eglinton.....	— — @ 52 —
Pig, American, No. 1.....	— — @ 50 —
Pig, American, No. 2.....	46 — @ 48 —
Pig, American, Forge.....	40 — @ 42 —
Bar, Refined, English and American.....	110 — @ — —
Bar, Swedes, assorted sizes.....(gold)	137 50 @142 50
—STORE PRICES.—	
Bar, Swedes, 1¼ x ⅝ & 1⅛x ⅝ to ⅝ & ⅞ sq. 1⅜ to 5x⅝ to ⅝ & ⅞ to 2 sq. 6 to 12 x ⅝ & ⅞.....	150 — @160 —
Bar, Refined, ⅝ to 2 in. rd. & sq.-1 to 6 in. x ⅝ to 1 in.....	107 50 @ — —
Bar, Refined, 1¼ to 6 by ⅝ & 5-16 in.....	112 50 @ — —
Bar, Refined, 1 & 1¼ by ⅝ & 5-16.....	115 — @ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.....	115 — @127 50
Scroll.....	130 — @160 —
Ovals and Half-round.....	132 50 @152 50
Band, 1 to 6 in. by 3-16 to No. 12.....	— — @125 —
Horse Shoe.....	— — @127 50
Rods, ⅝@3-16 inch.....	112 50 @155 —
Hoop, ⅝ by No. 22 to 1 & 1¼ by 13 & 14.....	155 — @180 —
Nail Rod .....per lb.	— — @ — 9½
Sheet, Russia, as to assortment.....(gold)	16 — @ — 17
Sheet, Single D. and T. Common	— 6¾@ — 7½
Sheet, Doubles and Trebles, Charcoal.....	— 7¼@ — 8½
Sheet, Galvanized.....List.	10 per ct.disc.
Rails, English.....(gold).....per ton.	70 — @ 71 —
Rails, American, at Works in Penns..c'y.	82 50 @ 85 —
Anvils, (Eagle).....per lb currency.	— 9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb.	— 18½@ — 23
English Spring (2d and 1st quality).....	— 9½@ — 10½
English Blister (2d and 1st quality).....	— 11 @ — 18½
English Machinery.....	— — @ — 14½
English German (2d and 1st quality).....	— 11½@ — 14½
American Blister.....	— — @ — 11½
American, Cast, Tool.....	— — @ — 17
American, Cast Spring.....	— — @ — 11
American Machinery	— 11½@ — 12
American German Spring	— 9 @ — —

NAILS—DUTY: Cut, 1¼; Wrought, 2¼; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	5 — @ 5 25
8d. and 9d. "	5 25 @ 5 50
6d. and 7d. "	5 50 @ 5 75
4d. and 5d. "	5 75 @ 6 —
3d. "	6 50 @ 6 75
Cut, 2d and 3d. Fine.....	7 25 @ 7 50
Cut Spikes, all sizes.....	5 25 @ 5 50

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....(gold).per lb.	— — @ — 38
Straits .....(gold).	— 23 @ — 33½
English.....(gold).	— — @ — 32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	12 25 @12 50	14 50 @ 14 75
I. C. Coke.....	10 50 @11 —	12 50 @ 13 —
Coke Terne.....	9 — @10 —	10 75 @ 11 87½
Charcoal Terne.....	10 75 @11 25	12 75 @ 13 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	— 10 @ — 10½
Crude, 40 @ 47 gravity (in shipping order)	— 14 @ — 14½
Refined, Standard White (in ship'g order).	— 20½@ — 20½
Refined, S. W. (in jobbing lots).....	— 21 @ — —
Refined, S. W. (in tin)	— 26 @ — 27½
Naptha, Refined, (65 @ 73 gravity).....	— 11 @ — 12
Residuum.....(in shipping order).per gall.	— 11 @ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts.....	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots.....	— 28 @— 30
Copper, American Ingot.....	— 34½@— 34
Copper, English Pig.....	— — @— 30½
Yellow Metal, New Sheathing & Bronze...	— — @— 27
Yellow Metal, Bolts.....	— — @— 32
Yellow Metal, Nails, Sheathing & Slating ..	— 27 @— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¼ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 62½@ 6 75
German Ordinary.....(gold)—	— @ 6 75
English .....(gold)	6 75 @ 7 12½
Bar	— — @ 9 25
Pipe.....	— — @10 50
Sheet.....	— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe	16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....	16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16 — @18 —
Liverpool House Cannel.....	— — @20 —
Anthracite (by cargo) ... per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston, Hart. & Erie...	3½	....	3¾	4½	3¾	3½
Canton Co.....	....	....	....	....	....	....
Central Pacific 6s.....	....	102	102¾	....	102½	....
Central of N. Jersey....	98¾	....	98½	98	99½	97
Chicago & Alton.....111	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 1 M.....	....	....	....	....	....	....
.. S. F.....	....	....	....	....	....	....
.. Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....109½	....	....	109	109	109½	....
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	76
.. pref..... 87¾	....	86¾	86	87	85¾	....
.. 1st M.....	....	....	....	..	....	....
.. S. F.....	....	....	....	....	....	....
.. Consol.	....	90¾	90¾	90¾	....	....
Chic., Rock Isl. & Pac..109½	....	108¾	108¾	107	105¾	....
Chi., R. I. & Pa. 7s,1896.103½	....	....	103½	104	104	....
Clev., Col., C. and Ind.. 84½	....	....	83	83	84	....
Clev.& Pittsburg guar.. 89	....	89	88¾	89	89	....
.. 2 M.....	....	....	....	....	....	....
.. 3 M.....	....	....	....	....	....	....
.. 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	..	....	....	....	....
.. S. F. 7s.....	....	102	....	....	....	....
Col., Chi., & Ind. C..... 40½	....	39	39½	38½	36¾	....
.. 1 M.....	....	86½	86½	86¾	86½	....
.. 2 M..... 73½	....	....	73½	....	....	....
Del. & Hudson Canal ..113½	....	113½	....	....	....	....
Del. Lack. & Western.. 99½	....	99	99	98½	98	....
.. 1 M. 7s.....	....	....	....	....	....	....
.. 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 65¾	....	65½	65½	64¾	63½	....
.. pref..... 73	....	73	74	74½	74¾	....
.. 1 M.7s, 1897.....	....	....	103	103	....	....
.. 2 M. 7s, 1879.....	....	....	99½	....	....	....
.. 3 M. 7s, 1883 98¾	....	97½	....	....	98	....
.. 4 M. 7s, 1880.....	....	....	97	....	....	....
.. 5 M. 7s, 1888.....	....	99	....	....	....	....
.. 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	....
Hannibal & St. Joseph.....	....	....	39¾	40½	39½	....
.. pref.....	....	....	....	....	....	....
.. 8s, conv.....	....	88	....	....	87½	....
Hudson River.....	....	....	....	....	....	....
.. 2 M. S. F.....	....	104¾	104½	....	....	....
.. 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	....	117½	....
.. 7s	....	101½	....	....	....	....
Lake Shore & Mich.S'th. 92½	....	91¾	92½	90½	89¾	....
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
.. 2d pref.....	....	....	....	....	....	....
Michigan Central.....103½	....	104½	....	104¾	104	....
.. S.F. 8s,1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.105	....	....	....	....	....	....
.. 2 M.....	....	....	99½	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
.. pref..... 1	....	....	....	....	....	....
Milw. and St. Paul..... 59	....	59½	58½	55¾	54¾	....
.. pref..... 74¾	....	....	73	73	71	....
.. 1st mort.....	....	....	....	....	....	....
.. 2d mort.....	....	....	....	....	....	....
.. 8s.....	....	....	....	....	....	....
.. 7 3-10s con.....	....	....	....	....	....	....
.. 7s, gold.....	....	....	....	....	....	....
Missouri 6s..... 94	....	93¾	93¾	93¾	93¾	....
.. H. & St. J.iss. 90¾	....	....	....	91	....	....
Morris and Essex..... 90¾	....	....	91	90¾	....	....
.. 1st mort.....	....	106	....	105	....	....
.. 2d mort.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.102½	....	101	101½	101½	98¾	....
.. 7s, S.F.1876.....	....	....	....	....	....	....
.. 6s, S.F. 1883.....	....	95	....	94½	....	....
.. 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem...125½	....	124	125	123	121	....
.. pref.....	....	....	....	....	....	....
.. 1 M.7s, 1873.....	....	....	....	102½	....	....
N.York.N. Hav.& Hart.....	....	....	138	139	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
.. new	....	....	....	....	....	....
Ohio and Miss..... 45½	....	44¾	44¾	43½	41¾	....
.. pref.....	....	....	....	....	....	....
.. 2d M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 57½	....	56¾	57¾	56½	54¾	....
Panama 106½	....	105½	109	107½	105	....
Pitts., Ft. W. & Chi. gtd. 92½	....	93½	92¾	93	....	....
.. 1 M.....	....	106	....	....	....	....
.. 2 M..... 99	....	99½	....	....	....	....
.. 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.. 39	....	....	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 1 M.....	....	....	....	....	....	....
.. 2 M. pref.....	....	88	....	....	....	....
.. Income bds. 81	....	....	....	....	....	....
Tennessee 6s, old.....	....	....	79	79	79	....
.. new..... 79½	....	....	78¾	78¾	78¾	....
Tol., Wab. & Western.. 70	....	69½	69¾	67¾	64½	....
.. pref.....	....	....	....	....	....	....
.. 1 M..... 95½	....	....	....	....	....	....
.. 2 M.....	....	....	....	....	....	....
.. Equipment.....	....	....	....	85	....	....
.. St. Lou. Div.....	....	....	....	89	....	....
Union Pacific..... 34	....	33¾	33½	32¾	29	....
.. 1st mort... 86¾	....	86½	86¾	86½	86½	....
.. L. Gt. 7s.... 73¾	....	74	74¾	73½	73¾	....
.. Inc. 10s.... 73¾	....	72¾	73	....	....	....
Virginia 6s, old.....	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol.....	....	54	....	....	53½	....
.. def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.....	....	....	113	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...111	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..113	....	....	112¾	....	112½	....
U. S. 5s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup.....	....	115½	....	....	....	....
U. S. 6s, 1881, reg.....	....	....	117½	116½	....	....
U. S. 6s, 1881, coup....120½	....	....	120¾	120½	....	....
U. S. 6s, 5-20s. reg. '62.113½	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.....	....	....	117	117½	....	....
U. S. 6s, 5-20s, reg. '64....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.....	....	117¾	117¾	....	116	....
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.119½	....	119¾	119½	....	119	....
U. S. 6s, 5-20s, r, n. '65.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.117½	....	117½	117	116¾	116	....
U. S. 6s, 5-20s, reg. '67.116½	....	....	116½	116½	115½	....
U. S. 6s, 5-20s, c. 1867.119¾	....	119½	119½	118¾	117¾	....
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68...117½	....	....	....	117½	....	....
U. S. 6s, Pac.RR.issue.....	....	....	113¾	113¾	113½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	96	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 96½	....	96½	....	96½	....	96½
Elmira & Williamsport.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 38¾	....	....	....	....	38¾	38½
.. 6s, 1884 ..... 86¾	....	....	....	....	86½	....
.. Gold L..... 91	91	....	91½	....	....	91½
.. R. R. L.....	....	....	....	....	....	93¾
.. Conv. L.....	....	....	....	....	86	86
Lehigh Valley R. R..... 59¾	59¾	....	59¾	59¾	59¾	....
.. 6s new coup.....	....	....	98	....	98	....
.. 6s new reg.....	98	....	....	....	98	....
Little Schuylkill R.R... 46¾	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Minehill	....	....	52½	....	52	....
Morris Canal.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	124	....
North Pennsylvania	47	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s.....	....	....	97¾	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central 38	38½	....	....	....	....	39
Oil Creek & Alleg. Riv. 32½	....	....	....	....	....	32
.. 7s.....	....	....	....	74½	....	....
Pennsylvania R. R..... 56½	56¾	....	56¾	56½	56¾	....
.. 1st M.....	....	....	100	100	100	....
.. 2d M..... 97½	....	....	97½	97	....	....
.. Gen. mort.. 91½	....	....	....	....	....	....
.. .. reg.....	93½	....	94½	94½	94½	....
Penn. State 6s. 1st series.....	....	....	....	....	....	....
.. 6s, 2d series.....	107½	....	107½	....	....	....
.. 6s. 3d series.....	108¾	....	108¾	....	....	109
Philadelphia City, 6s... 97½	....	....	97½	....	....	....
.. new 101½	101½	....	101½	101½	101½	....
Philad., Germ. & Nor.....	....	....	88	....	....	....
Phila. & Reading 58	57¾	....	57¾	57½	57¾	....
Philadelphia and Erie.....	....	....	....	25½	....	....
.. 6s.....	....	....	....	....	....	....
.. 7s.....	....	....	....	....	91½	....
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	....	....
.. pref..... 14	....	....	....	....	14	....
.. 6s, 1882 75	....	....	....	....	76	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872 80	....	....	....	....	80½	....
United Co. of N. Jersey.119½	....	....	119¾	119½	119½	....
Hestonville, (Horse).. 19	19	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	50	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	20½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875.100	100	....	....	....	....	97
.. 1886	....	....	....	....	....	....
.. 1890 ..... 97½	98	....	98	98½	98½	....
.. 1884	....	....	....	....	....	....
.. 1900 ..... 96¾	....	....	97¾	....	....	95
Balt and Ohio.....	....	178	....	178	....	....
.. bonds, 1875. 98½	....	....	....	....	....	....
.. .. 1880.....	....	....	....	....	....	....
.. .. 1885.....	95	....	....	94½	94½	....
Marietta & Cin. 1st M.. 98¾	99½	....	99½	99½	99¾	....
.. 2d M.....	92	91	....	....	92¾	....
.. 3d M. 8s.....	83¾	....	83½	84	84	....
Northern Central.....	39	....	....	....	39	....
.. bonds, 1885. 92½	....	....	92½	92	....	....
.. .. 1900.....	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 93½	....	....	93½	93½	....	....
N. W. Va. 1st mort.....	....	....	....	....	....	....
.. 2d mort.....	....	....	....	....	....	....
.. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol..... 52¾	53¾	....	53¾	....	....	....
.. Defer. Certif.. 13¾	....	....	....	....	....	....
City Passenger R. R.....	....	....	21	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany ... 150	....	149¾	....	149½	149¾
Boston and Lowell	....	....	....	....	....
Boston and Maine.....120¼	....	120¾	120¾	120¼	120
Boston and Providence	....	150	151	....	150½
Boston, Hartford & Erie	....	....	....	....	....
.. 7s, new 41½	....	41	39¾	39	37⅞
Cheshire, pref	....	....	76¾	....	77½
Chi., Burl. & Quincy...110	....	109¾	....	109½	109½
Concord	....	....	....	....	....
Connecticut River	....	138	....	....	....
Eastern.....106¾	....	106¾	106½	106¼	106¼
Fitchburg	....	132	....	....	....
Manchester & Lawr'ce	....	....	....	....	....
Michigan Central.....103½	....	103¾	104¼	105	105
Northern, N. H	....	....	111	....	....
Ogdens. & Lake Champ 54	....	53¾	....	....	....
.. pref	....	98½	....	....	98
Old Colony	....	112¾	112¾	112¾	112¾
Ph., Wil. & Baltimore	....	57	57	57	56½
Portl'd, Saco & Ports	....	....	....	131	....
Union Pacific	....	....	....	....	....
" 6s	....	....	....	84¾	84¾
" Land Grant 7s 74	....	....	....	....	....
" Income 10s	....	....	....	72	72
Vermont & Canada	....	....	....	....	....
Vermont & Mass	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....
Cambridge ..	....	101	....	....	102
Metropolitan ..	....	57	....	....	57½
Middlesex ..	....	....	....	....	....
Central Mining Co	....	....	....	....	..
Copper Falls ..	....	....	....	....	26½
Franklin ..	....	....	7⅞	7½	7⅞
National ..	....	....	....	....	....
Pewabic 13¼	....	13½	12¾	....	....
Quincy ..	....	45¾	....	45¾	....

London Stock Exchange.

	Closing Prices. April 4.	Mar. 28.
Atlantic & Gt. W. 1st mort., $1,000..	80½— 81½	80 — 81
Do. 2d mort., $1,000	71½— 72½	72 — 74
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	56 — 57
Do. Reorg. Scrip	96 — 98	97 — 99
Do. Leas. Lines, Rental Bonds	92 — 93	92 — 93
Detroit & Milwaukee 1st mort. Bonds	73 — 75	70 — 75
Do. 2d do.	70 — 75	70 — 75
Erie shares 100 dol. all paid	50½— 51	51½— 52
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds..	95½— 96½	95½— 96½
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..	89 — 91	93 — 95
Do. Redemption mort. bonds 6 p.c.	98 —100	100 —102
Illinois & St. Louis Bridge 1st mort.	98 —100	102 —104
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	90 — 95
Panama 2d mort	— — —	— — —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	97 — 99	100 —102
Do. General mort	98 — 99	97½— 98½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort	95 — 97	98 —100
Do. with option to be paid in Phila.	95 — 97	98 —100

American Railroad Journal.

Saturday, April 19, 1873.

Stock Exchange and Money Market.

The complaint in the Money line, through the week, has been of extreme stringency, especially in the way of call loans, which have been generally quoted at from ⅛@¼ of one per cent commission, added to the regular legal rate, for the use of funds from day to day, in speculative channels, with exceptional negotations on one or two days, as high as ½@¾ths of one per cent, added to the regular figure, for prompt accommodation, the demand for which has been very urgent, as a rule, chiefly for Stock Exchange purposes. The discussions, relative to the rigid enforcement, or conditional repeal of the usury laws of the State, have tended to augment the difficulties in the way of borrowers. The discount market has been very close for other than the best class of business paper, which has been quoted as rather more salable from 9@12, with undoubted railway acceptances rated from 11@15 per cent per annum. The city banks, last week, added about half a million to their specie reserve and a trifle over half a million to their legal tender heard. Their deposits were further cut down ¾ths of a million, and their loan and discount averages reduced more than two millions. The banks are still deficient in their obligatory reserve, the last statement showing that they had $3,025,300 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of about half a million to its coin balance, and about ⅛th of a million to its currency reserve. Its currency reserves at the close of the week were $15,970,663; and its coin board, $41,275,280. The later call loan negotiations indicated renewed pressure, and a recurrence to extreme rates, for prompt aid.

The city banks, in their latest return, show an increase of $553,300 in legal tender notes, and an increase of $469,900 in their specie, with a reduction of $787,800 in their deposits, also a contraction of $2,017,100 in their loan and discount averages, and of $1,400, in their item of circulation. The city bank exchanges, last week, averaged 109¾ millions.

The clearances of the banks averaged through the week 109¾ millions a day, and amounted in the aggregate, for the whole week, to $659,075,392 as against $780,498,464 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $130,676 and its coin reserve $507,513 as the result of the week's business.

The Treasury Department reported its cash balances on Tuesday morning as follows; Currency, $2,137,238; special deposit of legal tenders for the redemption of certificates of deposit, $25,240,000; coin, $70,746,790 00. Coin certificates outstanding, $23,806,100. Legal tenders outstanding, $358,400,308.

The specie reserve of the city banks according to the latest return is $16,134,300, against $19,382,400 same time last year. The city bank deposits are now $186,899,200 against $193,287,100, week ending April 13, 1872. The legal tender reserve amounts to $35,493,800, against $36,828,800 same time last year. The circulation now stands at $27,714,400 against $27,987,000 same time last year. The loans are now $271,516,900 against $274,354,300 at this date last year.

The coin reserve of the city banks is now about 16⅛ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 35½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 186⅞ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3,413,479 of currency, and $3,623,475 of gold, the latter including $2,432,000 from customs; and disbursed $3,182,823 of currency and $3,115,961 of gold, the latter embracing $323,760 of coin interest.

Government revenues yielded moderately last week. The excises yielded within the week nearly two millions, and thus far in the current fiscal year beginning with July 1, 1872, $90,314,682. The customs at the port of New York, for the week, were $2,362,159, and at the outports, about $800,000 more, in coin or coin certificates.

Gold has fluctuated widely, having, sold up to 119¼, and down to 117⅛, on an active movement, mainly speculative. The later dealings indicated much less confidence on the part of speculators for a rise. The export drain was lighter, and the customs call quite moderate. The range of the price during the week has been from 117⅛@119¼ and the closing quotation on Wednesday was 117⅛ against 118⅛ on Wednesday of the preceding week. The specie outflow last week, was $912,314. The Gold Exchange Bank clearances have averaged about 95 million per day during the week.

The customs demand for Gold last week, averaged $405 000 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $25,125, and thus far in 1873 have been $1,055,631 against $575,816 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $108,340,301 against $127,322,799 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $61,642,564, against $62,480,515 during the same time in 1871-2.

The export drain of specie was $912,314 las week, against $471,023 same week preceding year. The shipments since July 1, 1872, have been $51,686,674 against $28,302,403 during the same portion of 1871.

Foreign exchange has shown more animation and, toward the close, more firmness. Prime bills have been offered with less urgency. Bankers' sixty day bills on London closed at 107⅛@107¾; sight bills on London, at 108¼@108⅛ The week's exports of Domestic Produce have been to the currency value of $5,421,753.

Notwithstanding the extreme severity of the Money pressure, Government securities have been generally quite firm as to values, on a fairly active business, though toward the close there wa considerable depression apparent, due, in part, to the decline in Gold, and the panicky temper of the general Stock market.

Government proposes, under the April programme of the Treasury Department, to sell during the month Gold as follows: Thursday, April 24, $1,500,000. And to buy in Five-Twenty bonds, as follows; Wednesday, April 23, $500,000.

Messrs. Jay Cooke & Co. are now drawing exchange on all leading European cities—including cable transfers on Vienna direct.

U. S. sixes of 1881 closed on Wednesday of this week at 118⅞@119⅛; U. S. Five-Twenties of 1862, 116½@116¾; U. S. Five-Twenties of 1864 at 116½@116¾; U. S. Five-Twenties of 1865, 118½@119; U. S. Five-Twenties of 1865 consolidated 115¾@116¼; U. S. Five Twenties of 1867, 117¾@117⅞; U. S. Five-Twenties of 1868, 115⅛@116; U. S. Ten-forties at 112¼@112¾; U. S. Fives of 1881 (Funding Loan) 114@115; Six per cent. currency Sixes from 113½@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 2.	April 9.	April 16.
Consols	92⅞	93¼	93⅛
U. S. 5-20s, 1865	94⅛	94¼	94¼
" 1867	93⅝	93⅝	93⅝
" 10-40s	89¼	89	89¼
New Fives of 1881	91	90¾	90⅞
Erie	51¼	51⅛	51¼

State bonds have been moderately sought after at variable prices, closing rather more steadily.

Railway Mortgages have been in fair investment demand, and quite steady, as a rule. Central Pa-

cific Sixes have been in request closing firmly at from 102½@103. Chesapeake and Ohio Sixes have been selling moderately at 87½ and interest. Western Pacific Sixes have been in demand at 94¾@95. The Northern Pacific 7-30 Loan has been inquired for at par and interest.

A brisk movement has been noted in Railway and Miscellaneous share property, but at very irregular rates, closing heavily, influenced by the extreme Money pressure.

The Metal business has been devoid of animation. A light trade has been noted in Copper at about former figures; sales, 50,000 lbs. Lake at 34c.: 59 tons English at 30½c. for best selected. Iron has been generally very quiet, with Scotch Pig quoted much depressed; sales, 300 tons Eglinton Pig, at $52; 150 tons Glengarnock at $53 50@$54. We quote: Glengarnock Pig at $53 50@$54; Eglinton do. at $52; Coltness at $61 50@$62 50; No. 1 American Pig at $50; No. 2 do. at $45@$48; Wrought Scrap at $55@$56; English rails at $70@$71, gold. American Rails at Works, $80@$85; Russia Sheet, 17c. Pig lead dull at 6⅝c.@6¾c. gold, for ordinary foreign; 100 tons Soft Spanish sold on private terms. Silesian Spelter quiet at 7c., gold. Pig-tin quite dull with Straits quoted at 33c., and English at 32½c. gold. Tin Plates have been in slack request, and rather weak in price, influenced, in part, by the stringency in the money line, though stocks are comparatively limited; 500 boxes Charcoal sold at $12. Charcoal Plates quoted here at $12@$12 25; Charcoal Terne, $10 50@$11; Coke, $10@$10 50; Coke Terne, $8 75@9 75, gold, per box. Zinc dull at 10¾c.@11¼c. per lb.

The general markets have shown less activity, with considerable irregularity as to values. Cotton, Flour, Wheat, Wool, and Petroleum closed in favor of buyers. Corn, Oats, Pork, Lard, Whisky, and Naval Stores, firmer. Middling upland cotton, closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,253,153 bales, against 2,502,436 bales same time in the preceding year; exports 1,993,133 bales against 1,650,888 bales in the previous year; stock at the ports at latest dates, 503,306 bales against 355,272 bales same date 1871.

Foreign goods have attracted less attention, though buyers have had any existing advantages as to values. The week's imports amounted to $6,271,358, including $1,483,656 of dry goods.

Ocean freights have been moderately active, but rates have shown less firmness.

At the Live Stock Markets, Beeves have been in more request at from 10@14½ cts. Veals at 8@11½ cts.; Sheep at from 5⅞@8¾ cts.; Swine at 5¾@6¼ cts. per lb., all live weight. The week's receipts were 7,167 Beeves, 1,720 Veal Calves, 14,623 Sheep and Lambs, and 43,851 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 7s, consol., 92; do. consol. s. f., 93¾; Boston, Hartford and Erie 1st mort., 88½; Mil. and St. Paul 1st mort., La C. div., 88½; do. Iowa div., 84¾; Galena and Chicago 1st mort., 101½; New Jersey Southern R. R., 34½; do. 1st mort., 76½; Gt. Western 1st mort. 1888, 95; Western Pacific bonds, 94¾; St. Louis and Iron Mt. R. R., 88¼; do. 1st, mort., 96; Lake Shore and Michigan Southern 7s, consol., reg., 98½; Clev., Paines. and Ash. 7s, new, 93¼; Toledo, Peoria and Warsaw 7s, consol., 75; do. 7s, Bur. div., 86½; do. 1st mort., W. D., 87½; do. E. D., 89½; Central of New Jersey 1st mort. new, 102¾; Long Dock bonds, 97¼; St. Louis, Jacksonville and Chicago 1st mort. 90; Buffalo New York and Erie 1st mort. 95; Delaware and Hudson Canal 7s, reg., 1891, 103; Burlington, Cedar Rapids and Minnesota 1st mort., 90½; Missouri, Kansas and Texas R. R. 36; Pacific R. R., of Mo., 50; New Jersey R. R.; 120; Western Union Tel., 79⅞; Consol. Coal of Md., 54; Maryland Coal, 24½; American Coal, 61; Mariposa L. and M., 14¼; Am. Mer. Union Exp., 66; U. S. Exp., 73; Wells-Fargo Exp., 80¾; Adams Exp., 93½; South Carolina 6s, new, Jan. and July, 19; N. Y. State 7s, B. L., reg., 106½; North Carolina 6s, special; tax, 16⅞; Georgia 7s, 90; Brooklyn 6s, W. L., 94¼; do. P. L., 93.

Philadelphia.—Pennsylvania R. R. allotments, 54; Camden and Atlantic R. R., 33; do., pref., 38; Nesquehoning R. R., 54; West Jersey R. R. 7s, 101; Wilmington and Reading 7s, 97; Allegheny Valley 7 3-10s, 92½; Philadelphia and Reading Gen'l mort. 7s, reg., 104½; do. 7s, new conv., 106; do. 7s, 1893, 102; Warren and Franklin 1st mort. 7s, 82¾; Catawissa R.R., 21; do., new pref., 32; do. 7s, new, 101; Morris Canal 2d mort., 92; Lehigh Nav. conv. gold loan, 92¾; Lehigh Valley 7s, new, 104; Sunbury and Erie 7s, 100½; Huntingdon and Broad Top Mt. 2d mort., 88½; Susq. Canal 6s, 74; Belvidere Delaware 2d mort., 85; Harrisburg and Lancaster 6s, 92; Pittsburg, Cincinnati and St. Louis 7s, 75½; Ridge Avenue R. R., 45; 5th and 6th streets R. R., 51⅝; Pittsburg 5s, 78½; Allegheny County 5s, 79¼. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101@102; do. 2d series, 107@107; do. 3d series, 108@109; Philadelphia and Reading 57⅜@57⅝; do. Gen'l mort. 7s, coup., 102½@102½; do. reg., 104½@104½; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 105½@106; United New Jersey R.R. and Canal Co., 119@119⅛; Camden and Amboy mort. 6s, 1889, 96¼@96½; do. 1883, 90½@90¾; do. 1889, 89@89½; Pennsylvania R.R., 56¼@56⅜; do. allotment, 53⅞@54; do. 1st mort., 99¾@100⅛; do. 2d mort., 97@97⅛; do. General mort. coupon, 91@92; do. reg., 94@94½; Little Schuylkill R. R., 46½@46¾; Morris Canal, 48½@50; do. pref., 124@125; do. 6s, 92@96; Susquehanna Canal, 7@8; do. 6s, 73¾@74¼; Schuylkill Nav., 7@8; do. pref., 14@14; do. 6s, 1882, 76@76⅞; do. 1872, 80⅛@—; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 94@—; do. 5s, 57@—; Lehigh Coal and Navigation, 37⅝@37¾; do. 6s, 1884, 86½@87; do. R. R. Loan, 93¾@94½; do. Gold Loan, 91¾@92; North Pennsylvania, 47@47½; do. 6s, 95½@96½; do., 7s, 98@99½; do. Chattle 10s, 105@—; Philadelphia and Erie, 25@26; do. 6s, 90@91; Minehill, 52@52⅛; Catawissa, 20¾@22; do. pref. 44½@45; do. new pref., 32@33; do. 7s, 1900, 100@100½; Lehigh Valley, 59⅜@59½; do. 6s, new coupon, 97@98¼; do. reg., 97¾@98; do. 7s, 104@104; Fifth and Sixth streets, (horse,)51½@52; Second and Third, 57⅞@58½; Thirteenth and Fifteenth, 19¾@23; Spruce and Pine, 31½@32; Green and Coates, 49@50; Chestnut and Walnut, 59@62; Hestonville, 18¾@19; Union, —@73; Germantown, 32@—.

Boston.—Maine Central R. R., 55; Taunton Branch, 120¾; Rutland pref., 50; do. scrip No. 3, 85¼; Connecticut and Passumpsic Rivers R. R., 89½; Burlington and Missouri R. R. in Iowa, 107¾; do. 7s, 1893, L. G., 96; Cincinnati, Sandusky and Cleveland R. R., 18; Norwich and Worcester R. R., 128; Portsmouth, Gt. Falls and Conway R. R., 95; Old Colony 7s, 101¾; Vt. and Canada Equip. 8s, 78; Chicago, Burlington and Quincy R.R. 7s, 92¾; do. rights, 5 45; Michigan Air Line 8s, 1890, 101; Eastern R. R. 7s, 1882, 100⅞; Ogdensburg and Lake Champlain Equipment 8s, 95; Detroit, Hillsdale and Indiana 8s, 84½; Cedar Rapids and Missouri 7s, 1916, 87; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 74⅛; Chicago and Iowa 8s, 1901, 96⅜; Western R. R. 6s, 1875, 97¾; Boston and Maine 7s, 105; Burlington and Missouri R. R. in Nebraska, 60½; do. 8s, 1894, 100⅛; do. new, 95; Vermont Central 1st mort., 7s, 34¼; Boston and Albany 7s, 1892, 105¼; Detroit, Lansing and Lake Michigan 8s, 81; Michigan Central scrip, 105; Boston Water Power, 34½; Brookline Land, 5¾; Cary Imp., 13¼; Waverly Land, 4¾; Boston Land, 7⅛; New Hampshire 6s, 1902, 97⅜; do. 1875, 97; Maine 6s, 98½; Missouri 6s, 1886, gold, 93; Portland 6s, 1890, 94; Cleveland 7s, 1875, 99; do. 1890, 100⅞: Boston 5s, 1885, gold, 99¼; do. 6s, currency, 1880, 99⅛; Cambridge 6s, 97; Cincinnati 6s, 1896, 90; St. Louis 6s, 1887, 88¼; Allouez Mining Co. 20⅝; Calumet and Hecla, 158; Hanover, 1; International, 1; Petherick, 4; Rockland, 3½; Ridge, 11½; St. Clair, 3½; Star, 1¾; Shuniah Silver, 1½; Superior, 50c.

Baltimore.—Maryland 6s, exempt, 104¼; Virginia consols, coupons, 78¼; Memphis City 6s, 57½; Orange and Alexandria 3d mort. 8s, 96; do. 4th mort. 8s, 81; Virginia Central 6s, 82; Orange, Alex. and Manasses 7s, 81; Northern Central 6s, 1900, gold, 92⅜; Western Maryland 3d mort. guar., 96½; Virginia and Tennessee 8s, 88; Central Ohio R. R., 43; do. 1st mort., 86½; Parkersburg R. R., 11; Santa Clara Mining Co., 3.50; Atlantic Coal, 2.45. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81⅛; Pittsburg and Connellsville 7s, 1898, 93¼@94; Baltimore and Ohio, 177@178½; do., 6s, 1875, 98@98; do., 1880, 95@96; do., 1885, 94@94¾; Parkersburg Branch, 11@13; Northern Central, 38¾@39; do. 6s, 1885, 92@93½; do., 1900, 84½@85; do., 6s, 1900 gold, 92¼@92½; N.W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@99¾; do., 2d mort., 7s, 92⅛@93; do., 3d mort., 8s, 83⅞@84; Central Ohio, 42@44; do. pref., 42@42½; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@98; do. 2d mort pref., 75@85; do., 2d mort. guar. by Washington Co., 80@81⅞; Richmond and Danville 1st mort., 78½@80; Orange and Alexandria 1st mort. 6s, 96⅛@99; do., 2d mort. 6s, 89@90; do., 3d mort. 8s, 95@98; do., 4th mort. 8s, 80½@80½; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 87½@88¼; Baltimore 6s, 1875, 97@—; do., 1884, 96¾@—; do. 1886, 98@98½; do., 1890, 98⅜@98½; do., 1893, 97@97; do. 1893, exempt, 101@101½; do., 1900, exempt, 97¾@—; do. 1900, new, 98@98⅝; do. 1902, 98½

@99; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 104@104¼; Virginia 6s, old, 37@40; do. coupons old, 37@40; do. consol. 6s, 53⅜@53¾; do. reg. 51@53; do. coupons, 78@78½; West Virginia, 13¾@13⅞; City Passenger R. R., 20@21; George's Creek Coal, 118@125.

Illinois Central Railroad.

The statement of this Company for the month of January, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,190.72 for	$9,757 44
Acres Free Lands Sold	108.50 for	1,387 50
Total sales during the m'th of January, 1873	1,299.22 for	$11,144 94
To which add Town Lot Sales	..... for	200 00
Total of all	1,299.22 for	$11,344 94
Cash collected in January, 1873		$47,409 23

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$348,083 00	$50,616 00	$398,699 00
Passengers	85,298 35	20,201 90	105,500 25
Mails	6,375 00	3,059 33	9,434 33
Other sources	64,625 00	2,640 67	66,865 67
Tot'l Jan. '73	$504,381 35	$76,117 90	$580,499 25
Total actual earn'gs, Jan., 1872	$560,904 03	$76,525 64	$637,429 67

Chesapeake and Ohio Railroad.

THE CHESAPEAKE AND OHIO RAILROAD COMPANY control and operate the GRAND CENTRAL TRUNK LINE OF RAILROAD, now built and in running order between Richmond, a tidewater port on the James River indentation of the Chesapeake Bay, and Huntington on the Ohio River—a distance of 427 miles.

It possesses peculiar advantages for through transportation of Western products for consumption and shipment along the Eastern seaboard States.

It has also special advantages as a very direct, attractive and speedy Passenger Line between a large portion of the West and Southwestern cities and Washington, Baltimore, Philadelphia and New York.

It is admirably situated, also, to become a cheap and favored route for both emigrants and merchandize between Europe and the Western States direct. Vessels of the largest class will be able to land alongside the wharves at its deep-water terminus and transfer their passengers and cargoes directly from shipboard to the cars, thus avoiding the annoyance, expenses and delays incident to other routes.

The present terminus and wharves at Richmond afford abundant accommodation for the large general freight and mineral traffic of the Road, which can be transferred to all but the largest class of ocean-going vessels. Ships drawing from 14 to 18 feet of water can always reach the company's docks and proceed to sea without the aid of a pilot. The coal and coastwise freight transfer will be done at this point.

The company have authority for, and have in contemplation, the extension of the line eastward to a point on the deep-waters of the Chesapeake Bay, not far distant from the capes at its entrance, where safe anchorage and a sufficient depth of water to float the largest ship afloat can always be found. The "Allan" Line of Steamships is already running from Liverpool to the Chesapeake; and there is reason to believe that as soon as this deep water extension of the Chesapeake and Ohio line can be constructed, a second line will be ready to seek its wharves, so as to establish a direct through line of shipment between European ports and the Western States.

The "Old Dominion" Line of Steamships, leaving New York and Richmond on alternate days, makes close connections with the Chesapeake and Ohio Railroad. The trip between the two ports is made in 40 hours; the vessels are sidewheelers, and admirably kept. This affords a popular and growing route for travelers, especially tourists and health seekers, and is by far the cheapest and best route for freights from the Southwest.

At Richmond connection is also made with the railroads leading North and Northeast, via the Richmond and Fredericksburg Railroad to Alexandria and Washington, &c.; and also with the railroad lines leading south of Petersburg, Norfolk, Wilmington, Charlotte, Augusta, Charleston, Savannah, Macon, &c.

At Gordonsville, by means of the Orange and Alexandria Railroad, regular connections are made for Washington, Baltimore, Philadelphia and New York by continuous all rail routes. Gordonsville is 76 miles west of Richmond, and through tickets are sold at all principal points to Gordonsville, Richmond or White Sulphur Springs, via Washington City. Passengers leaving New York in the morning can take parlor cars at Jersey City, arriving at White Sulphur Springs the following morning; or they can take sleeping cars to Washington City, and comfortable cars thence to White Sulphur, reaching there the following evening, 24 hours ride from New York.

Connections at the western terminus, at Huntington, are made with regular packet Lines of steamers to Ironton, Portsmouth and Cincinnati; and through them with the U. S. mail line of steamers to Louisville, or the short line of Railroad leading Southwest and Northwest. Excellent passenger accommodations are always to be found on board these steamers. The trip to Cincinnati, 175 miles, is made downward in 15 hours, and the upward trip in 24 to 30 hours. Boats stopping at Huntington on their way to or from New Orleans, Saint Louis, Cairo or intermediate points, can easily transfer freights bound in either direction.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 5, at 313,788 tons, and for the coal year at 3,722,278 tons, against 3,697,759 tons to corresponding time last year, being an increase of 24,519 tons. The bituminous tonnage for the week is 43,044 tons, and for the year 420,122 tons, giving a total of all kinds for the week of 356,832 tons, and for the year 4,142,400, being an increase as against production to same time last year of 89,779 tons.

☞ The revenue of the main stem and branches of the Baltimore and Ohio Railroad Company for the month of March, 1872, was $1,000,869 16, and for the same month in 1873, $1,264,652 29, showing an increase of $263,783 13.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, April 18, 1873.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a COMPLETED road—which is one of the GREAT EAST AND WEST TRUNK LINES, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; principal and interest payable in gold coin in New York; interest May and November.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT. GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money market. Coupon bonds of $1,000; principal and interest payable in gold coin in New York; interest January and July. Price to-day is 94¾@95.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

New York, West Shore & Chicago Railway.

This company includes a combination of the New York and Fort Lee, the Hudson West Shore, and the West Shore Hudson Railroads, and when completed will be a competing line with the New York Central and Hudson River Railroad. The engineer, in his report of the proposed route and plan, divided the road into three divisions—Eastern, Middle and Western. The Eastern Division, from Jersey City to Catskill, a distance of 110 miles, is on the west shore of the Hudson. The Middle Division, from Catskill to Syracuse, is 163 miles in length. At the former place the line and the river diverge, the route of the railway continuing in almost a direct line to the Mohawk at Schenectady, thence the route lies along the south side of the valley of the Mohawk, and of the Erie Canal to Utica; and from this place it continues in nearly a direct westerly course to Syracuse. The Western Division extends from Syracuse to the International Bridge, at Buffalo, the distance being 147 miles. From Syracuse the line continues almost direct to Buffalo; the Erie Canal and the New York Central Railroad diverging considerably northward at Rochester. The following is an estimate of the cost of constructing the road, on the route described, the estimate contemplating a double track railroad of four feet eight and a half inch gauge:

Eastern Division (110 miles)—For completing graduation, bridges and superstructure, from Jersey City Ferry to Catskill	$7,655,000
Middle Division (163 miles)	10,106,000
Western Division (147 miles)	8,452,500
Total for the 420 miles	$29,213,500
Average per mile	$62,413 19

It is claimed that the new road will shorten the distance between New York and Buffalo 24 miles as compared with the New York Central and Hudson River Railroad. A tunnel under the grounds of the Military Academy at West Point is under construction by the company.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR BAGGAGE STOLEN FROM STATION HOUSE.

The facts in the recent case of Bartholomew *vs*, St. Louis, Jacksonville and Chicago Railroad Company, (53 Ill., 227), are fully and clearly stated in the following opinion by—

WALKER, J.—It appears from the record in this case, that Jennie E. Bartholomew, one of the plaintiffs in error, became a passenger on the road of defendants in error, form Alton to Delhi, a station on the road, and arrived, with her baggage, at the latter place. Upon her arrival, no teams or means being at hand to carry her and her baggage to her father's, a distance of three miles in the country, her trunk was left at the depot until it should be called for and taken away. The trunk was placed in the depot, and during the night after its arrival, the station house was entered by burglars, who broke open her trunk and took therefrom several articles which it contained, and also some tickets and other articles from the company. It appears that Mrs. Bartholomew arrived at the depot late in the evening, which rendered it inconvenient, if not altogether impracticable, to send for and get her trunk from the depot before the next morning. On these facts the jury, under the instructions, found for defendants in error.

It was held, in the cases of Richards *vs*. The Michigan Southern and Northern Indiana R. R. Co., 20 Ill., 404, and Porter *vs*. The Chicago and Rock Island R. R. Co., *ib*., 407, that when a railroad transports goods and they reach their destination, the liability of the company ceases, as common carriers, when they are unloaded, and placed safely and securely in their warehouse, under the charge of competent and careful servants, ready to be delivered, and the liability of warehousemen for hire attaches. In the Chicago and Alton R. R. Co. *vs*. Scott, 42 Ill., 132, it was said, that to change the relation or duty of the company, from that of a common carrier to that of a warehouseman, the warehouse must be a safe and secure place, in which the goods are stored.

These cases all related to freight in its ordinary sense, as distinguished from baggage, which is usually taken with, and attends persons while traveling. But no difference is perceived between baggage given in charge of the company, and ordinary freight. In each case the company are paid to transport the property. On freight the money is paid directly simply for its transportation, while with baggage, the price paid for its transportation is included in the charge for the ticket the owner purchases for his transportation. In each case the company become equally liable for its safe carriage and delivery, and are under the same responsibility for loss or injury it may sustain. It is true the different kinds of property are carried on different trains, but that can not matter, as their liability is in all respects the same. There being no difference in the duty or liability of the carrier in the two cases, they should be governed by the same rules.

When defendants in error, therefore, transported the trunk to Delhi, to relieve themselves from the liability as common carriers, they should have stored the trunk in a safe and secure warehouse, and then the new relation of a warehouseman would have attached. But the burden of proof is upon the common carrier, to show that the property was stored in a safe and secure warehouse, and until this appears, the company can not be exonerated from the liability of a common carrier. In the case of the Chicago, Rock Island and Pacific Railroad Co. *vs*. Fairclough, 52 Ill., 106, it was held, that where the railroad company placed baggage in a room of their depot and a pane of glass in one of the windows of the room which was without blinds, was only held in its place by tacks, and burglars removed the glass and made an entrance through the opening, the baggage was not safely stored, and the company were liable. In the case at bar, for aught that appears, the depot in which this trunk was stored, may have been entirely insecure against the burglars. The instructions given for defendants in error entirely ignore the requirement that the trunk should have been stored in a safe and secure warehouse to exonerate the company, and in this they were erroneous, and should have been refused or modified before they were given. The judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

Chesapeake and Ohio Railroad.

As many of our shippers are anxious to know how freights are transferred at Huntington from the boats to the cars, we have interviewed a party just from there, who gives the following information on the subject: The company's depot is situated at the top of the bank or levee. At the water's edge they have a fine wharf-boat. From the depot to the wharf-boat they have two tracks, on which they run two cars of about 12,000 pounds capacity each. The motive power is a double steam engine located in the basement of the depot, so constructed that both cars can be used at once or separately, as required; time, from water's edge (at lowest stage) to depot, one minute. A few days since two hundred barrels of flour were taken from the boat and loaded in the cars in fifteen minutes. They propose to transfer all freight the day it arrives. The new schedule for freights, that took effect on the 1st of April, is as follows: Leaving Cincinnati every evening at four o'clock, by either steamer Fleetwood or Potomac; through freight train leaves Huntington next day at 12 M., arriving at Richmond, Va., at 1:20 A. M., the second day; time from Cincinnati to Richmond, fifty-eight hours. At the latter point they make close connections with all lines South.

We understand it is the determination of the company to make this the popular freight route to all coast points as far South as Savannah.—*Cin. Price Current.*

Canada Southern Railway.

This company has applied to the New York Stock Exchange to have its first mortgage bonds put on the regular call, and has made the following official statement:

Organized under charter from the Province of Ontario, Dominion of Canada. Length of main line, from Fort Erie (opposite Buffalo) to Amherstburgh on the Detroit River, all of which is laid with steel rails 60 pounds to the yard, 229 miles; length of St. Clair Branch, from St. Thomas (on the main line) to Mooretown on the St. Clair River opposite the town of St. Clair, Mich., 63 miles; Canada Southern, proper, 292 miles. In addition to the above this company owns a controlling interest in the capital stock of the Toledo, Canada Southern and Detroit Railway Company, running from Toledo, Ohio, to Detroit, Mich., 56 miles. This company also owns the majority of the capital stock of the Michigan Midland and Canada Southern Railway Company, running from St. Clair, Mich., west to Ridgeway, 14 miles. Total 362 miles. The maximum grades on the above 362 miles of road do not exceed 15 feet to the mile, and 96 per cent. of the line is straight. This company has also leased the Erie and Niagara Railway Company, running from Fort Erie, opposite Buffalo, via Niagara Falls, to Niagara City, at the mouth of the Niagara River, on Lake Ontario, 32 miles. Total road owned, controlled and leased, 394 miles. The whole of the above will be opened on the 1st of May for local business, and on the 1st of June for through traffic, via Buffalo, Toledo and Detroit. The first and only mortgage sinking-fund bonds now issued amount to $8,760,000, the authorized amount as per charter of $30,000 per mile on 292 miles of road; principal and interest payable in gold; dated January 2, 1871; due January 1, 1906; interest 7 per cent. per annum, payable January 1 and July 1 each year at the Union Trust Company in New York, or at the company's agencies in London or Frankfort. All the bonds, both registered and coupon, are of the denomination of $1,000 each; and at the option of the holder the coupon bonds are, at any time when the transfer books are open, convertible into registered bonds. The coupon bonds originally issued are numbered from 1 to 8,200 inclusive. The registered bonds from 1 to 560 inclusive. But changes have been made by conversion of coupon into registered since.

Trustees—Wm. L. Scott, of Erie, Pa., Kenyon Cox, of New York.

Capital stock authorized (shares $100 each), $10,000,000; do. issued, $8,000,000; do. unissued, $2,000,000.

Officers—President, William Courtright, No. 13 William street, New York; Treasurer, M. H. Taylor, St. Thomas, Canada; Secretary, Nicol Kingsmill, Toronto, Canada; Assistant Treasurer, Kenyon Cox, No. 31 Wall street, New York; Transfer Agents, Kenyon Cox & Co., No. 31 Wall street, New York.

Directors—M. Courtright, Erie, Pa.; John F. Tracy, Chicago, Ill.; Sidney Dillon, New York; Wm. A. Thomson, Queenston, Canada; Wm. L. Scott, Erie, Pa.; Daniel Drew, New York; John Ross, New York; O. S. Chapman, Canton, Mass.; Benj. F. Ham, New York.

The New York and Long Island Bridge.

The work on this bridge has been commenced under the direction of Mr. Isaac D. Coleman, engineer of the company, The workmen have broken ground at Long Island City, on the line of Franklyn avenue, between Catharine and Crescent streets, for the foundation and retaining walls. This bridge commences on the New York side at Seventy-seventh street and Third avenue, running parallel with Seventy-seventh street on its south side, over the west channel of the East River, across Blackwell's Island and thence over the east channel of said river at First avenue, to Franklyn avenue on the Long Island side. This bridge, as located, will be 9,500 feet in length, and have an elevation over the East River so as to give a clear space of 125 feet above high water. Its crossing upon the island will be between the Workhouse and the Insane Asylum. The spans over each of the channels will be 720 feet, with an inter-immediate span over the island of 560 feet. It will be 73 feet 6 inches in width, accommodating a double-track railway, a carriage way of 24 feet and three footwalks on an aggregate width of 20 feet. There will be two towers on the island and one on each side of the river. These towers will be 206 feet high above high water at the point of supporting the cables. the probable cost of this great undertaking will be from three to five millions of dollars. The grade from Third avenue to the river and from the river to Crescent street, on the Long Island side, will

be 3 feet 3 inches in 100 feet. The towers and anchor piers will have a solid rock foundation. The shortness of the spans over the channels and the island, which are secured by the towers on the island, renders it more feasible and gives it greater advantages than any other location, for a permanent and durable bridge, than has as yet been named.

☞ The Baldwin Locomotive Works of Philadelphia, Penn., has passed from under the control of Mr. Matthew Baird, the distinguished head of the late firm of M. Baird & Co., into the exclusive possession of the other members of the firm, Messrs. Geo. Burham, C. T. Parry, E. H. Williams, W. P. Henszey and Edward Longstreth, by their purchase of Mr. Baird's interest. The partnership expired by limitation and was dissolved on the 8th inst. The style of the firm now is: Burnham, Parry, Williams & Co., and the present firm publish by card that they are authorized to liquidate the affairs of the late firm.

☞ The coal tonnage of the Columbus and Hocking Valley Railroad for the two weeks ending March 31, was 36,740 tons; earnings of the company for the same time, $48,336 16. The coal tonnage for the month was 73,032 tons; earnings, $95,793 35.

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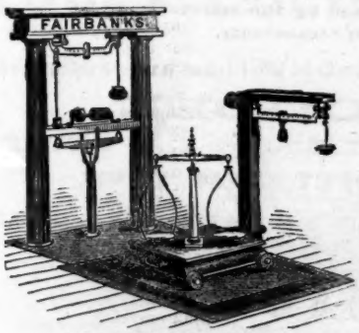

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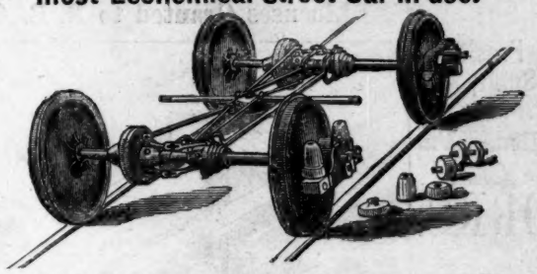

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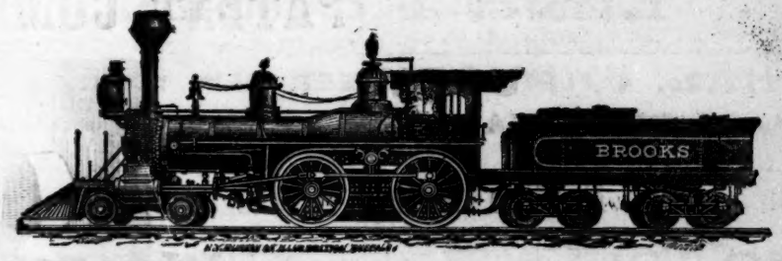

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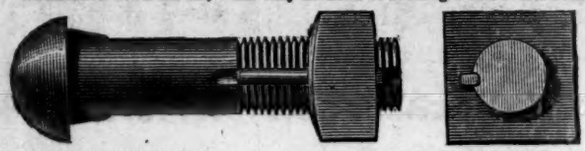

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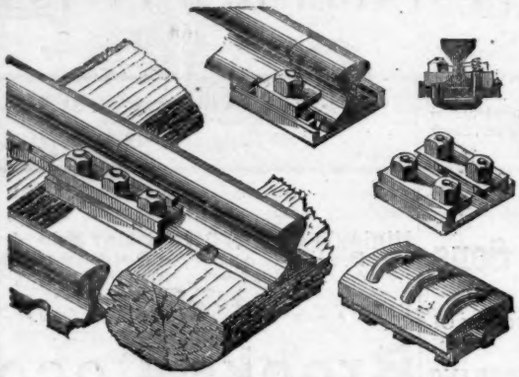
Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

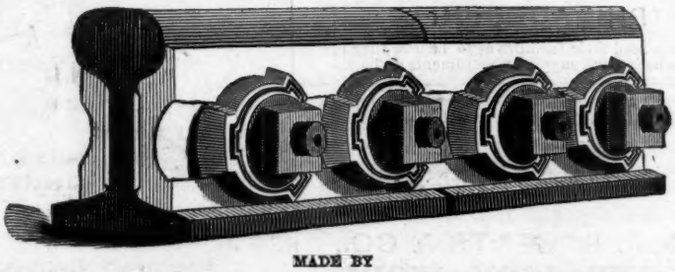
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.